

Cover Sheet for:

Site Plan 8-98001

Staff Report



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

REVISED MEMORANDUM

MCPB
1/22/98
Item #9

DATE: January 16, 1998
TO: Montgomery County Planning Board
FROM: Wynn E. Witthans, ASLA, AICP *WW*
Development Review
Planning Department Staff
(301) 495-4584
VIA: Charles Loehr, Chief, *CL*
Development Review
REVIEW TYPE: Site Plan Review
APPLYING FOR: 768 units: 75 SFD, 295 Townhouses, 398 multifamily inclusive of 96 MPDU's

PROJECT NAME: Clarksburg Town Center - Phase I
CASE #: 8-98001

REVIEW BASIS: 59-D-3 of the Montgomery County Code is required for the optional method of development in this zone.
ZONE: RMX-2, Residential Mixed Use Development, Specialty Center
LOCATION: Northeast of the intersection of Clarksburg Road and Stringtown Road
MASTER PLAN: Clarksburg Master Plan and Hyattstown Special Study Area, June 1994

APPLICANT: Clarksburg Land Associates L.P. and Piedmont Land Associates L.P. and T/A Clarksburg Town Center Venture
FILING DATE: August 1, 1997
HEARING DATE: January 22, 1998

Edits have been made as follows: ~~strikeout~~ indicates deleted text and redline indicates added text.

ISSUES REMAINING AT THE TIME OF THE STAFF REPORT

The issues of the site plan review included Environment; Transportation; Park/School; Historic Preservation; Site Planning Landscaping and Lighting; Community Planning; Citizen Issues; and Project Management. These title heads will be used throughout this report to organize information.

The summary of how these issues were resolved through site plan review will follow later in this report. The remaining issues are unresolved at the time of the staff report and will be discussed by the applicant or staff during the hearing:

Environment

~~The applicant doesn't concur with the condition to have an on-site sediment control inspector retained by MCDPS.~~ There are no outstanding issues that remain beyond the conditions of approval.

Transportation

~~The applicant objects to the dedication of the "O" Street extension, and to the recommendation that they participate in the improvements to MD-355 at Stringtown Road as required by MD SHA (memo of December 8, 1997 in Appendix).~~ There are no outstanding issues that remain beyond the conditions of approval.

Park /School

The Board of Education again requests of M-NCPPC the dedication of part of the Park/School site. This request was denied during the Preliminary Plan hearing (per memo of December 31, 1997 in Appendix). This issue does not involve the applicant.

Historic Preservation

~~The applicant objects to the removal of one lot at Historic District edge. The applicant will reconfigure the lots adjoining the historic district to meet the conditions of the Project Plan and has reached an acceptable location of the staff will discuss the concept for the John Clark Family Memorial with staff.~~ No issues remain beyond the conditions of approval.

Site Planning, Landscaping and Lighting, Community Planning

No issues remain beyond the conditions of approval.

Citizen Issues

Several Citizens have called to say they will testify regarding lighting, bicycle, stream crossing and the lack of religious facilities within the town center, and the location of Stringtown Road and the adjoining house at its intersection with MD 355.

Project Administration

No issues remain beyond the conditions of approval.

STAFF RECOMMENDATION:

APPROVAL OF FINAL WATER QUALITY PLAN including the Stormwater Management Concept with conditions as stated within the January 15, 1997 memo from MCDPS in Appendix; including waiver of Chapter 49-35 through 49-43 of the County Code (Bill 46-91) " Closed Section Roads in the SPA" as noted in the above memo;

APPROVAL of 768 units, inclusive of 96 MPDU's with the following waivers:

Section 59 -E-3.7 - Schedule of off street parking spaces (to reduce the number of on-site parking spaces with the provision of parking within the public street);

Section 59-C-10.38 - Minimum Building Setbacks - reduces building setbacks to 50 feet adjoining the abutting property as established in the Project Plan;

Additionally, the approval confirms the waivers established with Preliminary Plan #1-95042

1) waiver of distance between intersections per 50-26 Subdivision Regulations;

2) approval of closed section street sections subject to MCDOT approval;

And the subject to the following conditions:

1. Standard Conditions of Approval dated January 16, 1998 (Appendix A).

Environment

2. All agricultural areas within the environmental buffer which have not yet been taken out of production and stabilized with a suitable grass cover will be converted accordingly prior to any authorization to clear and grade for development on the property.
3. Record plats to reflect delineation of a Category I Conservation easement which includes areas affected by this site plan to show a 100 year floodplain, stream/wetland buffer and forest conservation areas that are not part of the park dedication area.
4. Submit final design plans for the stream valley crossings at Main Street to Environmental Planning Division staff for review and approval prior to application of construction permit. ~~comment prior to approval by MCDPS/MCDPWT~~ Plans must demonstrate adherence to the current MCDPS/MCDPWT Guidelines for Environmentally Sensitive Stream Crossings.
5. Proposed natural surface trail within the Greenway Park to be field located by applicant's representative and M-NCPPC Environmental Planning and Park staff per Development Program within the Site Plan Enforcement Agreement.
6. Final erosion and sediment control plans shall be submitted to Environmental Planning Division staff for review and comment prior to approval by MCDPS.

7. The applicant shall implement a program of daily inspections, maintenance and repairs as necessary, and detailed daily documentation of inspection and maintenance activities for all sediment and erosion control measures required and constructed on the site. Such a program shall be carried out ~~by an independent consultant as under the direction of~~ directed by MCDPS and ~~the applicant shall pay the associated reasonable costs of all services performed by the consultant, and~~ The applicant shall continue to meet with and cooperate with ~~the consultant~~ MCDPS. Documentation of inspection, maintenance, and repair activities shall be available for DPS review and use.
8. The Forest Conservation Plan shall be approved and bonded prior to ~~submittal of record plats, issuance of the erosion and sediment control permit, or issuance of building permits, as appropriate.~~
9. All stormwater management outfalls which extend into the environmental buffer shall be field located by applicant's representative, MCDPS, and M-NCPPC Environmental staff prior to approval of the stormwater management/sediment control permits by MCDPS.
10. M-NCPPC Environmental Planning Division staff shall review and approve detailed design plans for any wetland mitigation sites within the environmental buffers prior to issuance of sediment control permits or authorization to clear and grade any of these areas.
11. Reduce the amount of impervious surfaces within the development by deleting the on-street parking and reducing road pavement on: ~~1) the stream valley side of the Greenway Road in the immediate vicinity of Main Street from Stringtown Road mid-way to the intersection with Street "O", excepting the area opposite the future retail; in 2) both sides of Street "C" from Stringtown Road to Street "D"; 3 2) the stream valley side of Street "C" from Street "D" to the bikepath crossing; and 4 3) on Street "D" west of its intersection with Street "C"- pending MCDPW&T and MCDPS approval.~~
12. Revise Sheet L-9 of the landscape plans to increase the evergreen tree planting along Stringtown Road in order to provide more year-round visual screening of outdoor rear yard areas from Stringtown Road for noise mitigation purposes.
13. Revise the signature set of site and landscape plans to show 6 foot fences for visual screening of the rear yards of Lots 23 and 33, Block K and Lot 51, Block L from Stringtown Road for noise mitigation purposes.
14. Signature set of the landscape plans to include planting for all stormwater management facilities and to be reviewed and approved by M-NCPPC staff in coordination with MCDPS.
15. No clearing or grading prior to Planning Department approval of the signature set of site plans.

Transportation

16. Show conformance to all waivers to be approved by DPW&T and DPS per memos dated January 14 and 15, 1998, respectively, included in the Appendix and as they may be amended.
17. Show conformance to cross section and other recommendations per DPW&T, DPS memos dated January 14 and January 15 1998, respectively, included in the Appendix and as they may be amended
18. Conformance to MCPD Transportation Planning memo dated January 14 20, 1998 included in the Appendix.
19. APF agreement to be executed prior to the first record plat to reflect all road improvement conditions of the Preliminary Plan Approval ie dedication, acquisition of right-of-way and construction of required roads necessary for improvements pertaining to the construction of Stringtown Road (A-260), Clarksburg Road (A-121) and Mid-County Arterial (A305). If acquisition of right-of-way becomes necessary for any of the road improvements, the applicant is required to provide, pursuant to Site Plan conditions 17 and 18, and the County exercises Eminent Domain to acquire these right-of-way, the applicant will be responsible to reimburse the County for these costs
20. Dedication and construction of "O Street extended to occur with adjoining parcels required prior to the recordation of the last lot in the entire project or when the dedication of "O" Street by the adjacent property owners is made in conjunction future development proposals.
21. Turn around at the end of Main Street by the Historic district until the connection to MD 355 is established.
22. The applicant shall provide signs for the Class III bike path along Main Street.

Park/School

23. If applicable, per MC Public Schools memo of December 31, 1997, in the Appendix, the applicant shall conduct a testing program, the final report signed and sealed by a registered professional engineer, authenticating the adequacy of the deposited soils to support typical building foundation loads.
24. The Greenway path to include sufficient space to provide for a lighting, stabilized path and adequate headroom for pedestrian crossing under the Main Street Crossing;
25. The parks/school dedications schedule to conform to Preliminary Plan # 1-95042 Conditions 6 and 7, see Appendix.

26. All sales contracts, advertising and other information shall include notification that there is an active park in the area and that traffic calming measures will be installed with final paving.
27. All construction within M-NCPPC property to meet with Parks Department specifications and approval prior to release of construction permits for the park.

Historic Preservation

28. The right-of-way for Stringtown Road should be no closer to the historic Day House than 20 feet from the side wall of the building (excluding the porch).
29. Lighting at all road intersections within the Historic District, and especially at Stringtown Road and Frederick Road, should be designed to have a minimal impact on the Historic District. The lighting within the Historic District - both fixtures and intensity - should be compatible with the historic and residential character of the area, as allowed by the utility companies and MCDPW&T and MCDPS.
30. Per the Project Plan approval, if the ROW is available, construct Main Street to MD 355 within the Historic District prior to completion of the project. At such time when the land is made available, share direct moving expenses only for relocating an existing house within the Historic District, and if the applicant and owner agree, make available the identified outlot to be merged with a portion of the adjacent parcel so as to create another lot.
31. A detailed design for the public space/interpretative area which will include the Clark Family Cemetery headstones must be submitted for staff review and approval prior to release of signature set. Protection of the headstones from weather deterioration should be a high priority and should be specifically addressed in the detailed design submission. It would also be desirable for the marker to be located in a more central area and better integrated into the public open space than is being provided.
32. ~~One lot should be deleted from the~~ The lot lines shall be adjusted so to include Outlot "A" to single family home area directly adjacent to the Historic District, to fulfill the Project Plan condition to approximate R-200 zone lot width standards.

Site Planning, Landscaping and Lighting

33. Detailed landscaping plans for this site plan to be approved by staff prior to the signature set and should reflect the design concepts, the sizes and planting conditions established in the submittal.

34. Final Lighting plans for the internal streets to be comparable to the "Hagerstown" light fixture shall be configured so as to reduce the glare into the night sky by utilizing appropriate wattage, shields or other techniques that are in conformance with utility company and MCDPS and MCDPW&T requirements.
35. Landscaping Plan to show interim landscaping for the Town Square prior to the construction of adjoining units, for staff review and approval.
36. The MPDU townhouses in the Town Square District must include recreation areas near by; the site plan and record plats must identify all MPDU locations.
37. Landscape plans to include: a partial evergreen screen along Stringtown Road; detailed plans for greenway to include planting on steep slopes; additional planting within the SWM facilities; and a sidewalk connection from the street sidewalk to the property line from Street "O" to the adjoining church.
38. The applicant may propose compatible changes to the units proposed, as market conditions may change, provided the fundamental findings of the Planning Board remain intact and in order to meet the Project Plan and Site Plan findings. Consideration shall be given to regarding building type and location, open space, recreation and pedestrian and vehicular circulation, adequacy of parking etc. for staff review and approval.

Community Planning

39. The applicant shall work with the County executive staff to identify attempt to secure a suitable public facility within civic building to be located on the town square prior to the final site plan approval for the entire project. within the area to be dedicated for that use.

Project Administration

40. The Site Plan Enforcement Agreement to include the following: plat schedule as submitted to staff; complete language of condition 6 and 7 from Preliminary Plan #1-95042 regarding the ball field dedication and construction schedule; reference to the " agreement for Exchange of Land" to include timing triggers of dedication for MCPD Legal's review and comment; reference to the validity period; maintenance for all private recreational area, SWM, open spaces; etc ; and that the level of maintenance for entire project to be of equal quality and not solely dependent upon contributions of an individual area.
41. The Home Owners Association documents or equivalent to include provision for: complete public use and access to private streets for vehicular and pedestrian use; that they shall be permanently open for public use ; that the parking spaces may be assigned to individual units; that maintenance of streetscape items within the public right-of-way ie brick walks, trees, lights, etc.

42. The Development Program shall include: staging of amenities to occur with site plan construction and to include MCPD review and approval of path location within the Greenway park prior to construction.
43. No construction of units adjoining Midcounty Arterial in Block M , per Preliminary Plan #1-95042 Condition 16e, until the Mid-County Arterial is built.



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

MEMORANDUM

MCPB
1/22/98
Item #9

DATE: January 16, 1998
TO: Montgomery County Planning Board
FROM: Wynn E. Witthans, ASLA, AICP *W*
Development Review
Planning Department Staff
(301) 495-4584
VIA: Charles Loehr, Chief, *CL*
Development Review
REVIEW TYPE: Site Plan Review
APPLYING FOR: 768 units: 75 SFD, 295 Townhouses, 398 multifamily inclusive of 96 MPDU's

PROJECT NAME: Clarksburg Town Center - Phase I
CASE #: 8-98001

REVIEW BASIS: 59-D-3 of the Montgomery County Code is required for the optional method of development in this zone.
ZONE: RMX-2, Residential Mixed Use Development, Specialty Center
LOCATION: Northeast of the intersection of Clarksburg Road and Stringtown Road
MASTER PLAN: Clarksburg Master Plan and Hyattstown Special Study Area, June 1994

APPLICANT: Clarksburg Land Associates L.P. and Piedmont Land Associates L.P. and T/A Clarksburg Town Center Venture
FILING DATE: August 1, 1997
HEARING DATE: January 22, 1998

ISSUES REMAINING AT THE TIME OF THE STAFF REPORT

The issues of the site plan review included Environment; Transportation; Park School; Historic Preservation; Site Planning Landscaping and Lighting; Community Planning; Citizen Issues; and Project Management. These title heads will be used throughout this report to organize information.

The summary of how these issues were resolved through site plan review will follow later in this report. The remaining issues are unresolved at the time of the staff report and will be discussed by the applicant or staff during the hearing:

Environment

The applicant does not concur with the condition to have an on site sediment control inspector retained by MCDPS.

Transportation

The applicant objects to the dedication of the "O" Street extension, and to the recommendation that they participate in the improvements to MD 355 at Stringtown Road as required by MD SHA (memo of December 8, 1997 in Appendix).

Park /School

The Board of Education again requests of M-NCPPC the dedication of part of the Park/School site. This request was denied during the Preliminary Plan hearing (per memo of December 31, 1997 in Appendix).

Historic Preservation

The applicant objects to the removal of one lot at Historic District edge; staff will discuss the concept for the John Clark Family Memorial.

Site Planning, Landscaping and Lighting, Community Planning

No issues remain beyond the conditions of approval.

Citizen Issues

Several Citizens have called to say they will testify regarding lighting, bicycle, stream crossing and the lack of religious facilities within the town center.

Project Administration

No issues remain beyond the conditions of approval.

STAFF RECOMMENDATION:

APPROVAL OF FINAL WATER QUALITY PLAN including the Stormwater Management Concept with conditions as stated within the January 15, 1997 memo from MCDPS in Appendix; including waiver of Chapter 49-35 through 49-43 of the County Code (Bill 46-91) " Closed Section Roads in the SPA" as noted in the above memo;

APPROVAL of 768 units, inclusive of 96 MPDU's with the following waivers:

Section 59 -E-3.7 - Schedule of off street parking spaces (to reduce the number of on-site parking spaces with the provision of parking within the public street);

Section 59-C-10.38 - Minimum Building Setbacks - reduces building setbacks to 50 feet adjoining the abutting property as established in the Project Plan;

Additionally, the approval confirms the waivers established with Preliminary Plan #1-95042

1) waiver of distance between intersections per 50-26 Subdivision Regulations;

2) approval of closed section street sections subject to MCDOT approval;

And the subject to the following conditions:

1. Standard Conditions of Approval dated January 16, 1998 (Appendix A).

Environment

2. All agricultural areas within the environmental buffer which have not yet been taken out of production and stabilized with a suitable grass cover will be converted accordingly prior to any authorization to clear and grade for development on the property.
3. Record plats to reflect delineation of a Category I Conservation easement which includes areas affected by this site plan to show a 100 year floodplain, stream/wetland buffer and forest conservation areas that are not part of the park dedication area.
4. Submit final design plans for the stream valley crossings at Main Street to Environmental Planning Division staff for review and approval prior to application of construction permit. Plans must demonstrate adherence to the current MCDPS/MCDPWT Guidelines for Environmentally Sensitive Stream Crossings.
5. Proposed natural surface trail within the Greenway Park to be field located by applicant's representative and M-NCPPC Environmental Planning and Park staff per Development Program within the Site Plan Enforcement Agreement.
6. Final erosion and sediment control plans shall be submitted to Environmental Planning Division staff for review and comment prior to approval by MCDPS.

7. The applicant shall implement a program of daily inspections, maintenance and repairs as necessary, and detailed daily documentation of inspection and maintenance activities for all sediment and erosion control measures required and constructed on the site. Such a program shall be carried out by an independent consultant as directed by MCDPS. The applicant shall pay the reasonable cost of all services performed by the consultant, and shall continue to meet with and cooperate with the consultant. Documentation of inspection, maintenance, and repair activities shall be available for DPS review and use.
8. The Forest Conservation Plan shall be approved and bonded prior to submittal of record plats, issuance of the erosion and sediment control permit, or issuance of building permits, as appropriate.
9. All stormwater management outfalls which extend into the environmental buffer shall be field located by applicant's representative, MCDPS, and M-NCPPC Environmental staff prior to approval of the stormwater management/sediment control permits by MCDPS.
10. M-NCPPC Environmental Planning Division staff shall review and approve detailed design plans for any wetland mitigation sites within the environmental buffers prior to issuance of sediment control permits or authorization to clear and grade any of these areas.
11. Reduce the amount of impervious surfaces within the development by deleting the on-street parking and reducing road pavement on: 1) the stream valley side of the Greenway Road from Stringtown Road mid way to the intersection with Street "O", excepting the area opposite the future retail; 2) both sides of Street "C" from Stringtown Road to Street "D"; 3) the stream valley side of Street "C" from Street "D" to the bikepath crossing; and 4) on Street "D" west of its intersection with Street "C" pending MCDPW&T and MCDPS approval.
12. Revise Sheet L-9 of the landscape plans to increase the evergreen tree planting along Stringtown Road in order to provide more year-round visual screening of outdoor rear yard areas from Stringtown Road for noise mitigation purposes.
13. Revise the signature set of site and landscape plans to show 6 foot fences for visual screening of the rear yards of Lots 23 and 33, Block K and Lot 51, Block L from Stringtown Road for noise mitigation purposes.
14. Signature set of the landscape plans to include planting for all stormwater management facilities and to be reviewed and approved by M-NCPPC staff in coordination with MCDPS.
15. No clearing or grading prior to Planning Department approval of the signature set of site plans.

Transportation

16. Show conformance to all waivers to be approved by DPW&T and DPS per memos dated January 14 and 15, 1998, respectively, included in the Appendix.
17. Show conformance to cross section and other recommendations per DPW&T, DPS memos dated January 14 and January 15 1998, respectively, included in the Appendix.
18. Conformance to MCPD Transportation Planning memo dated January 14, 1998 included in the Appendix.
19. APF agreement to be executed prior to the first record plat to reflect all road improvement conditions of the Preliminary Plan Approval ie dedication, acquisition of right-of-way and construction of required roads necessary for the construction of Stringtown Road (A-260), Clarksburg Road (A-121) and Mid-County Arterial (A305).
20. Dedication of "O Street extended to occur with adjoining parcels.
21. Turn around at the end of Main Street by the Historic district until the connection to MD 355 is established
22. The applicant shall provide signs for the Class III bike path along Main Street.

Park/School

23. If applicable, per MC Public Schools memo of December 31, 1997, in the Appendix, the applicant shall conduct a testing program, the final report signed and sealed by a registered professional engineer, authenticating the adequacy of the deposited soils to support typical building foundation loads.
24. The Greenway path to include sufficient space to provide for a lighting, stabilized path and adequate headroom for pedestrian crossing under the Main Street Crossing;
25. The parks/school dedications schedule to conform to Preliminary Plan # 1-95042 Conditions 6 and 7, see Appendix.
26. All sales contracts, advertising and other information shall include notification that there is an active park in the area, that traffic calming measures will be installed with final paving.
27. All construction within M-NCPPC property to meet with Parks Department specifications and approval prior to release of construction permits for the park.

Historic Preservation

28. The right-of-way for Stringtown Road should be no closer to the historic Day House than 20 feet from the side wall of the building (excluding the porch).
29. Lighting at all road intersections within the Historic District, and especially at Stringtown Road and Frederick Road, should be designed to have a minimal impact on the Historic District. The lighting within the Historic District - both fixtures and intensity - should be compatible with the historic and residential character of the area, as allowed by the utility companies and MCDPW&T and MCDPS.
30. Per the Project Plan approval, if the ROW is available, construct Main Street to MD 355 within the Historic District prior to completion of the project. At such time when the land is made available, share direct moving expenses only for relocating an existing house within the Historic District, and if the applicant and owner agree, make available the identified outlot to be merged with a portion of the adjacent parcel so as to create another lot.
31. A detailed design for the public space/interpretative area which will include the Clark Family Cemetery headstones must be submitted for staff review and approval prior to release of signature set. Protection of the headstones from weather deterioration should be a high priority and should be specifically addressed in the detailed design submission. It would also be desirable for the marker to be located in a more central area and better integrated into the public open space than is being provided.
32. One lot should be deleted from the single family home area directly adjacent to the Historic District, to fulfill the Project Plan condition to approximate R-200 zone lot width standards.

Site Planning, Landscaping and Lighting

33. Detailed landscaping plans for this site plan to be approved by staff prior to the signature set and should reflect the design concepts, the sizes and planting conditions established in the submittal.
34. Final Lighting plans for the internal streets to be comparable to the "Hagerstown" light fixture shall be configured so as to reduce the glare into the night sky by utilizing appropriate wattage, shields or other techniques that are in conformance with utility company and MCDPS and MCDPW&T requirements.
35. Landscaping Plan to show interim landscaping for the Town Square prior to the construction of adjoining units, for staff review and approval.
36. The MPDU townhouses in the Town Square District must include recreation areas near by; the site plan and record plats must identify all MPDU locations.

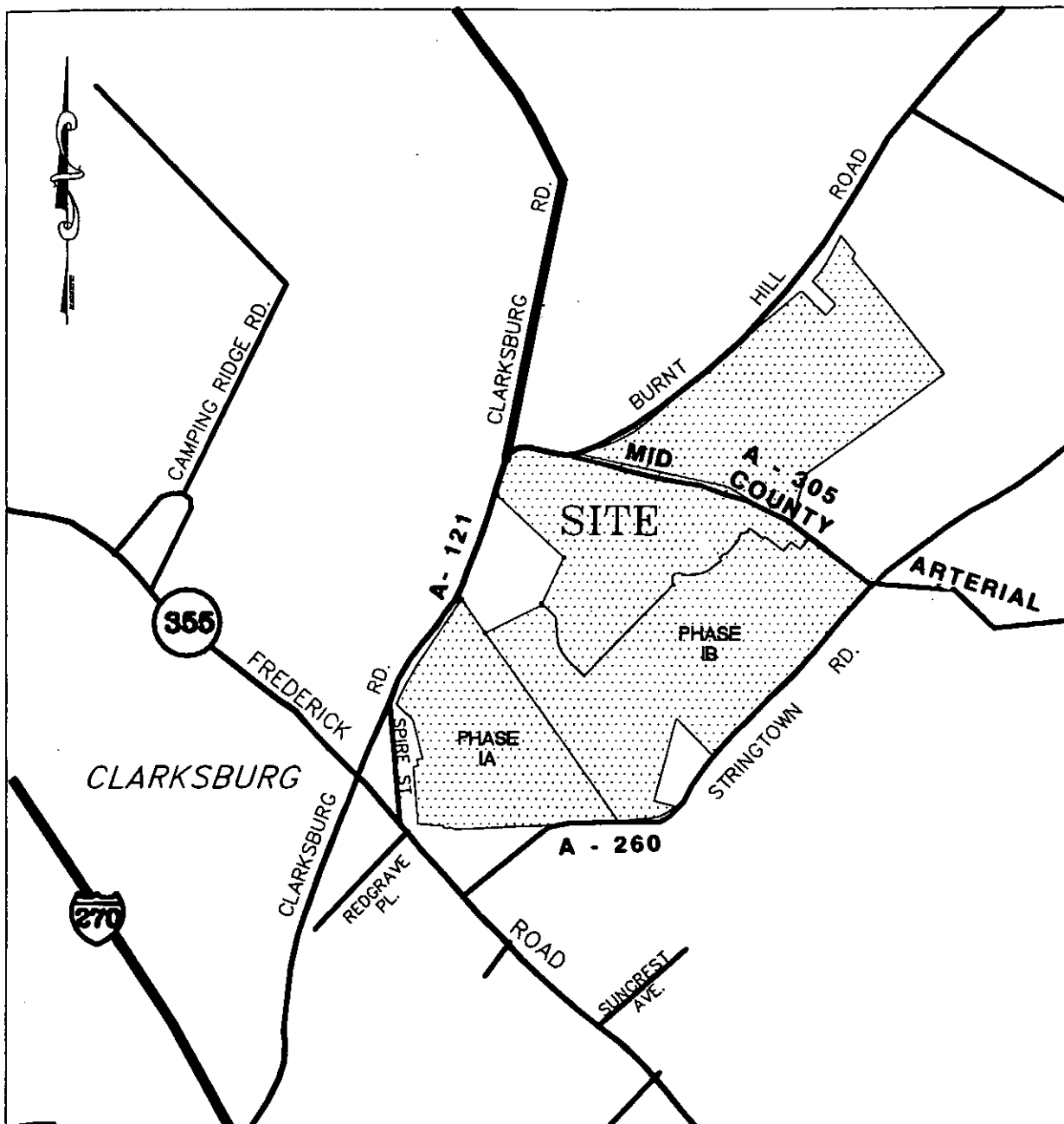
37. Landscape plans to include: a partial evergreen screen along Stringtown Road; detailed plans for greenway to include planting on steep slopes; additional planting within the SWM facilities;
38. The applicant may propose compatible changes to the units proposed, as market conditions may change, provided the fundamental findings of the Planning Board remain intact (regarding building type and location, open space, recreation and pedestrian and vehicular circulation, adequacy of parking etc) for staff review and approval.

Community Planning

39. The applicant shall work with the County to attempt to secure a suitable public facility within the town square prior to the final site plan approval for the entire project.

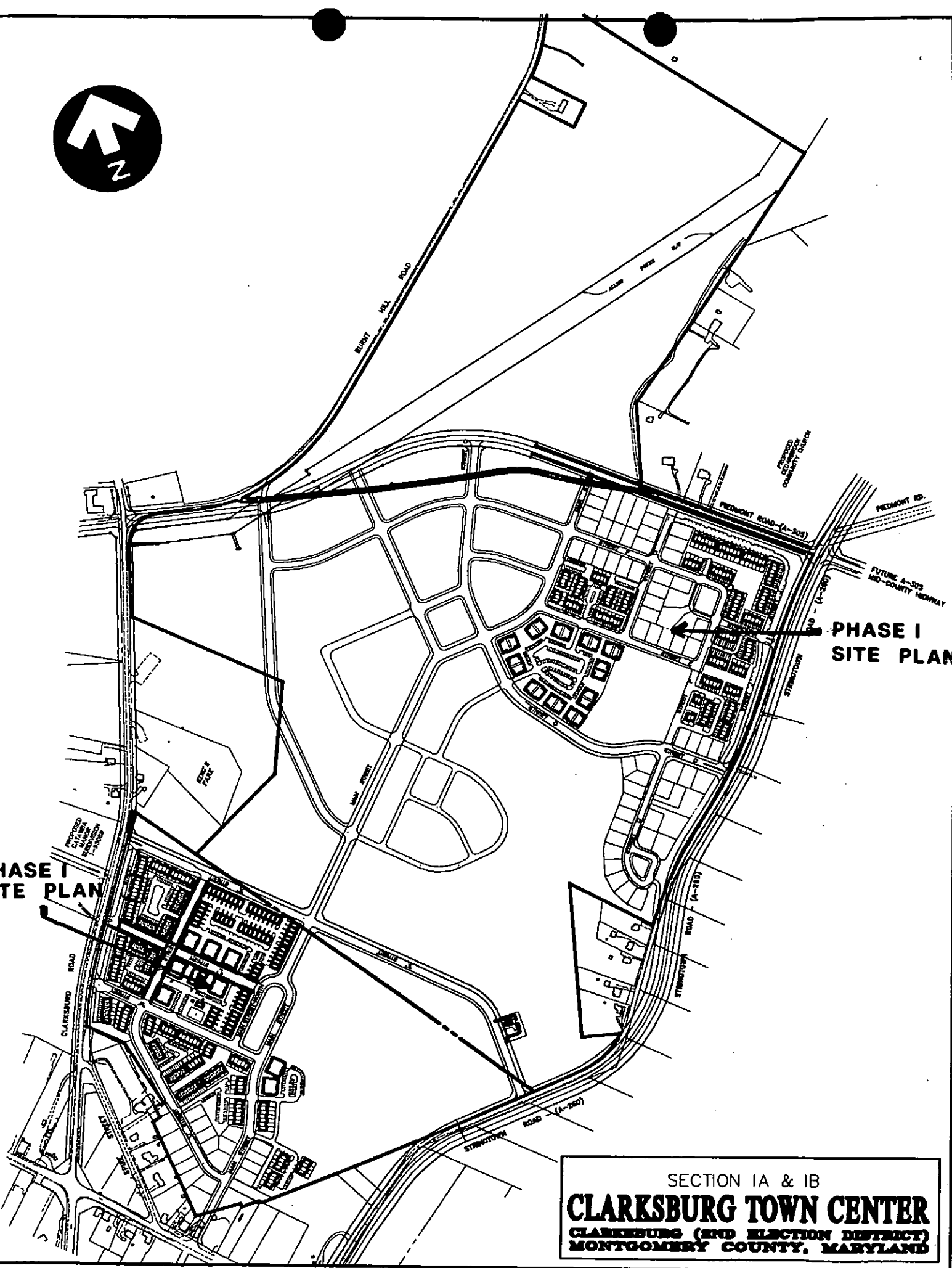
Project Administration

40. The Site Plan Enforcement Agreement to include the following: plat schedule as submitted to staff; complete language of condition 6 and 7 from Preliminary Plan 1-95042 regarding the ball field dedication and construction schedule; reference to the " agreement for Exchange of Land" to include timing triggers of dedication for MCPD Legal's review and comment; reference to the validity period; maintenance for all private recreational area, SWM, open spaces; etc ; and that the level of maintenance for entire project to be of equal quality and not solely dependent upon contributions of an individual area.
41. The Home Owners Association documents or equivalent to include provision for: complete public use and access to private streets for vehicular and pedestrian use; that they shall be permanently open for public use ; that the parking spaces may be assigned to individual units; that maintenance of streetscape items within the public right-of-way ie brick walks, trees, lights, etc ;
42. The Development Program shall include: staging of amenities to occur with site plan construction and to include MCPD review and approval of path location within the Greenway park prior to construction.
43. No construction of units adjoining Midcounty Arterial in Block M , per Preliminary Plan #1-95042 Condition 16e, until the Mid-County Arterial is built.



VICINITY MAP

SCALE: 1"=1000'



SECTION 1A & 1B
CLARKSBURG TOWN CENTER
CLARKSBURG (END ELECTION DISTRICT)
MONTGOMERY COUNTY, MARYLAND

PROJECT DESCRIPTION: Proposal

The proposal is for a new town, designed as a neotraditional neighborhood. Its location is northeast and contiguous to the existing town of Clarksburg, a designated historic district. The Clarksburg Town Center (CTC) is characterized by two largely residential areas divided by the headwaters of the Little Seneca Creek. The streets create a modified grid which create regular and irregular blocks, which adapt to the topography and adjoining conditions. The streets have sidewalks on both sides, closely spaced street trees, on-street parking and pedestrian scaled lighting. Throughout the neighborhoods, there are small parks or recreation areas. A continuous system of internal paths connect the through each block to the sidewalks located on both sides of each street. For the townhouses and the apartment styled multifamily units, parking is either provided on the street or within small parking lots off-street behind units. A second type of multifamily unit is proposed, a 2/2 or a two story unit over a two story unit, with parking space in the ground floor and parking spaces behind.

The *Town Square* section, the lower portion of the project, proposes: a Town Square (with partial use for future use a civic building); residential blocks of townhouses, multifamily units and single family detached units; sitting and play areas and a future site for a shopping center which will be rough graded as part of this application.

The proposed units define the edge of the blocks and all units face the external streets. In the multifamily block next to the Town Square includes an internal row of 2/2's. Special design treatments utilizing stylized fences, landscaping and paving patterns are proposed to improve the view from the street and to create an inviting drive to the unit back door entries or alley.

Along Clarksburg Road, an existing hedgerow will be saved, utilizing an asymmetrical cross section, which will improve the views of the project frontage and maintain existing character of the area.

The Town Square is centrally located within Main Street near the Greenway Road and future retail areas. With this phase, the applicant will provide brick sidewalks along the portions of Main Street that surround the square and extend to MD Route 355. Likewise, they propose brick sidewalks along the residential units facing Greenway Road as part of the special streetscape treatment approved with the project plan.

A community pool is centrally located one block to the north of the Town Square, with streets and sidewalks surrounding it for complete community access. Additionally, the pool is aligned with a greenspace corridor with sidewalks, benches and play areas that connect through the blocks to the Greenway Road and park beyond.

Close to the edge of the Clarksburg Historic District, is a diagonal pedestrian mews. The mews contains sitting areas and two large lawn panels and connecting walks, linking the church with the Town Square. The sitting area closest to the Town Square includes a trellis and a memorial to John Clark with the use of found headstones from the family grave site. The mews develops a visual and walkable axis between the church and the Town Square, highlighting these significant features of the

existing and proposed development. The detached housing is located with the setbacks established in the Project Plan, but they still need to conform to the R-200 development criteria and the removal of one unit will be required to do so. Landscaping is proposed for the entire edge of the historic district to provide screening and buffering.

Main Street, the east-west route into the town square, is surrounded by SFD housing, townhouses and two multifamily buildings. The multifamily buildings are located at the end of "M" street, visually terminating that axis. Beyond the multifamily buildings to the east is the proposed retail center, buffered by proposed screening landscape screening. The extension of "O" street, perpendicular to Main Street, connects to the adjoining parcels to the south. Between the "O" Street extension and west of the boundary line is a vacant triangular parcel, left available for a possible use (as trade or for development with adjacent properties) in conjunction with the extension of Main Street to MD 355. The plan shows an extension of Main Street to MD 355 but there is no provision for such a connection. A turn-around must be shown for eventual or interim use.

Greenway Road, adjoins the stream valley in a north-south direction. Greenway Road proposes three pedestrian cross walks/ traffic calming bumps to calm traffic and provide for safe pedestrian areas. Two crosswalks will connect to the Kings Pond Park and one, which may be enlarged to a raised intersection, will connect to the stream crossing at Main Street. The Main Street stream crossing includes a pedestrian sitting area on each side and a promenade feature with lighting across the center of the crossing, approximately over the stream channel. Both areas provide opportunities to sit near the park and enframe the views to the park. East of Greenway Road is a recreation oriented bike path located along the park side. The 8 foot class I bike path extends from Clarksburg Road to Stringtown Road. Ultimately it will cross Clarksburg Road to the north and connect to the Little Bennett Park further to the north and east.

The Greenway Concept Plan, as developed with this site plan review, shows pedestrian connections from the park and Greenway Road into the greenway; approximate locations of the natural trail that will be located finally on-site with MCPD staff; interpretive trail signs; and landscaping/reforestation. The path crossing *under* the Main Street crossing will be made in a bottomless arch culvert measuring 16' x 10' by 100 feet long. The plan needs to include provision for stable pedestrian footing within the crossing and vandal proof-lighting to be on and maintained at all times. Wing walls will stabilize the slopes and the slopes will be planted with naturalizing shrubs and trees.

The southern section of *the Hilltop District*, the second part of this proposal, is located at the intersection of Stringtown Road and the Mid-County Arterial. The units include townhouses inside the intersecting streets and within one block internally, SFD units along the outer edges elsewhere and a large block of multifamily units. The townhouses along the external streets are arranged to face them with a service drive for access. Others are arranged in courts facing a common mews and with alley parking in the back. The single family detached units are arranged around common green spaces in two locations to create community open space. Although shown, the street connections and single family detached units along the Mid-county Arterial will not be built with this Site Plan phase

The multifamily units are four story apartment styled buildings located at the outside block face with an internal surface parking lot. The parking lot includes large green space areas and sitting areas. The units have been arranged to create a pedestrian connection to the open space/SWM facility immediately adjoining them to the south. . The open space/ SWM facility has been designed to create a recreational feature with paths, sitting areas, landscaped areas, a grassy sloped amphitheater all around a pond. The path connections from surrounding streets and stream valleys will connect to this area. A raised crosswalk along "C" Street will calm traffic and provide for pedestrian crossing.

Lighting for the Town Square residential area includes light fixtures along the street. The applicant has proposed a light fixture known as "Hagerstown" which has been approved for use by Allegheny Power company. The fixture has a solid metal top and can be fitted with shields to direct the light.

Landscaping for the project includes evergreen and shade tree screening at property boundaries; street trees 30 feet on center; and numerous attractive planting schemes for a variety of public and semi-public spaces, ie: gateway entrances from adjoining streets; all parking lot entrances; parking lot courts; recreation areas; and stormwater management facilities. Portions of the landscape design are presented as conceptual with final plant selections to be determined prior to signature set .

MPDU's for the project are located in townhouses and multifamily buildings within both sections of the project, east and west of the greenway. The units to the east of the greenway are close to the open space area by the pond and a neighborhood recreation area. The multifamily units to the west are located close to the town square and mews area. Recreation needs to be sited close by the Town Square MPDU townhouses.



KING
LOCAL
PARK

GREENWAY
K STREET

MAIN
ROAD
STREET

TOWN
SQUARE

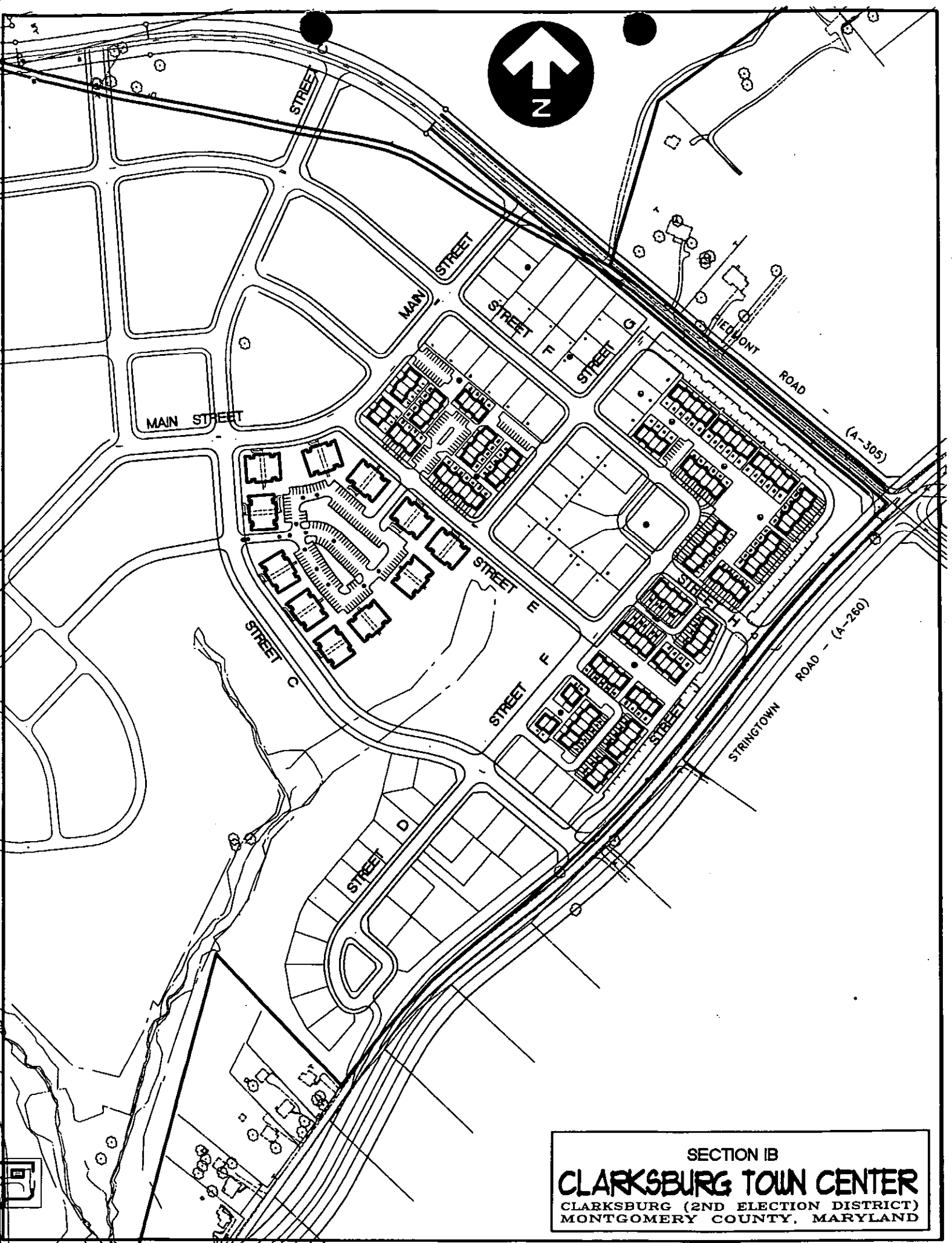
FUTURE RETAIL

K STREET

HISTORIC DISTRICT

MAIN
STREET

SECTION 1A
CLARKSBURG TOWN CENTER
CLARKSBURG (2ND ELECTION DISTRICT)
MONTGOMERY COUNTY, MARYLAND



✱

SEPTEMBER 1997

SCALE: 1" = 10'



MONTGOMERY / KONTZ
ENTERPRISES, INC.
Engineering • Planning • Services
1000 Lakeside Lane • Suite 201 • Lincoln, NE 68502

DATE	FILE	REF	97B-000
1997	1997	1997	1997

PROJECT DESCRIPTION: Site Description

The 268 acres total site is currently developed with agricultural uses and is farmed for corn and soybean cropland. Forest areas are restricted to stream valley bottoms, hedge rows at field edges and some areas of steep slopes. A Potomac Edison (Pepco) Overhead Transmission Line traverses the eastern portion of the site, beyond this site plan area.

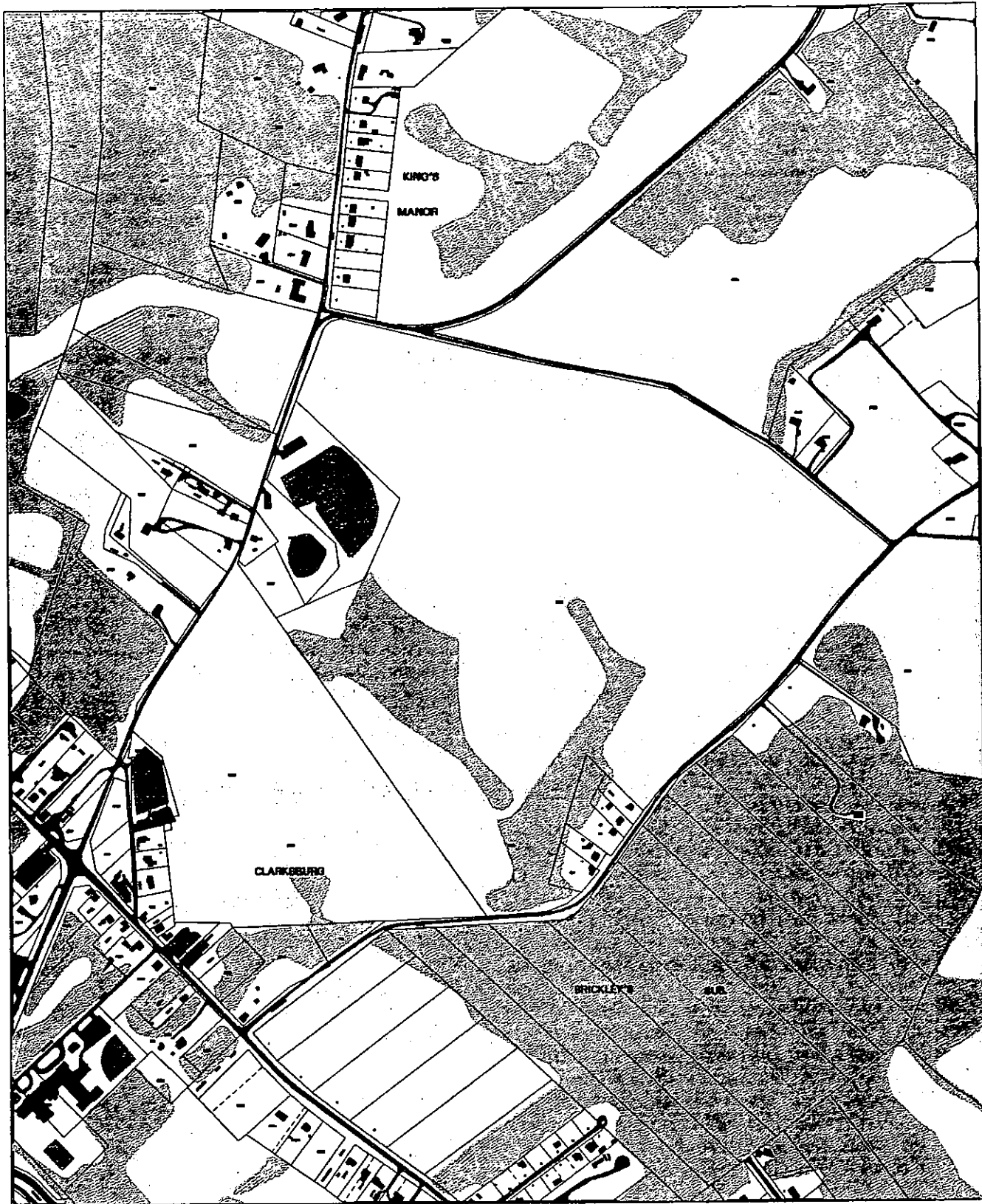
Site Description

The subject property consists of a 198 acre town center site which is located at the headwaters of one of the main branches of Little Seneca Creek, a Use Class IV-P stream. Seventy acres are in rural zoning located in Little Bennett Creek, a Use III watershed.

The two parts of the property are bisected roughly northwest to southeast by existing Piedmont Road (future A-305). A large part of the site is existing agricultural field. Approximately 8.6 acres of wetland, 15 acres of floodplain and 53.5 acres of forest exist within or in close proximity to the stream valleys. The proposed site plan area lies entirely within the Little Seneca Creek portion of the property. This area contains three headwater tributaries which meet in confluence at the southwestern edge of the property just before flowing under existing Stringtown Road. The main tributary flows from the existing King's Pond on park land north of the site and bisects the property roughly northwest to southeast. The two remaining tributaries flow from the west along the southern edge of the property and from the north down to the confluence, respectively.

On-site topography slopes significantly from plateaus on either side of the main tributary down to the main tributary and each of the secondary tributaries. The stream valleys are moderately steep (15-25%); slopes tend to be gentler near the heads of the tributaries and are quite steep in some portions of the east and main tributaries.

VICINITY MAP FOR CLARKSBURG TOWN CENTER (8-98001)



Maryland-National Capital Park and Planning Commission
Montgomery County Park and Planning Department



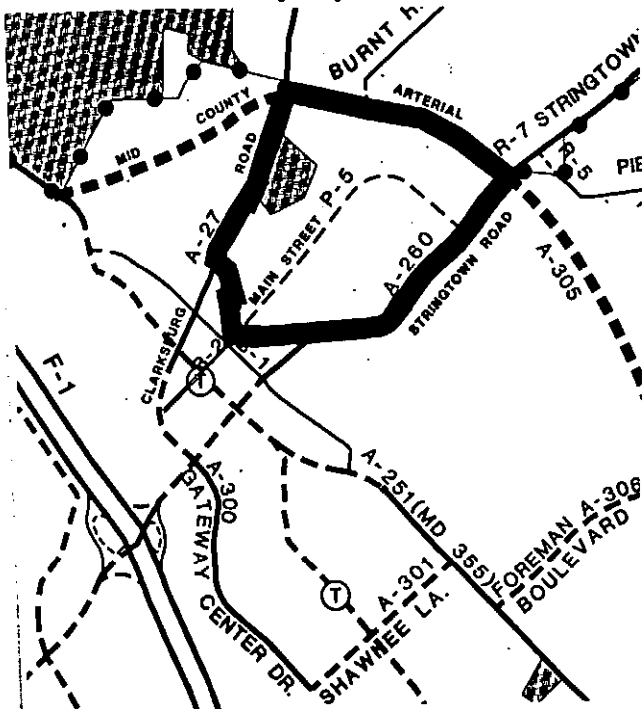
PROJECT DESCRIPTION: Surrounding Vicinity

The site is located approximately 1/2 mile from I-270 between the intersection of MD 355 (Frederick Road) and A-121 (Clarksburg Road) and MD 355 and A-260 (Stringtown Road). Part of the site proposed for this Site Plan review includes the section behind or east of the row of the existing church, homes and businesses adjoining MD 355, within the Clarksburg Historic District. The boundary of the historic district is shared with this project.

The project frontage along Clarksburg Road adjoins the existing 20 foot open section roadway. Opposite Clarksburg Road to the north, opposite the proposed development in this site plan, is land currently developed with single residences. Part of this land is proposed for the development of two RMX zoned residential projects (the proposed Catawba Manor project with an approved Preliminary Plan, and a staff reviewed pre-application submittal for Clarksburg Heights). Both of these proposed projects will share the intersections established with this site plan. Beyond these proposals to the east is undeveloped land, some with potential to be future park land that would connect to Little Bennett Park, further north.

The Greenway Road, or "K" Street, which bisects the site from north to south, connects to Stringtown Road, which partially forms the southern boundary of the property. Immediately opposite the project boundary adjoining Stringtown Road is low lying land which includes the downstream portion of the headwaters to the Little Seneca Stream Valley. That land is zoned R-200 and is undeveloped. Adjoining the property out towards MD 355 and north of Stringtown Road is the Clarksburg Historic district, currently developed with a single family detached house with some out buildings. It is zoned R-200 and is in use as a landscape contracting business. Further adjoining the CTC property, north of Stringtown Road are 5 existing single family detached houses with individual driveways connecting to the road. Along the south side of Stringtown Road for the eastern portion of the site, there is currently low density residential development, with 2 houses.

Opposite the site across the Mid-County Arterial is the proposed Cedarbrook Community Church and two single family detached houses. The remainder of the opposite frontage is undeveloped to day with the majority of it zoned Rural Density Transfer and is part of this project.



PROJECT DESCRIPTION: Prior Approvals

Clarksburg Town Center has gained approval for a Project Plan #9-94004 on May 11, 1995 and for a Preliminary Plan #1-95042 on September 28, 1995. Multiple hearings were required for each approval level due to the multiplicity of issues surrounding the project. The major topics could be categorized briefly as a determination of Special Protection Area issues, historic preservation issues, the assignment of appropriate road improvements and the particulars of the park/school arrangement. A summary entitled Previous Planning Board Environmental Decisions is within the Appendix.

The approved Opinions of these approvals will be in the Appendix attached to the Planning Board's copy of this report. The Appendix will be available to the public at the Development Review Division's plan review counter.

Utilizing the categories for review introduced earlier, the *Project Plan - PJ* and the *Preliminary Plan - PP* conditions of approval are paraphrased below with commentary on how they have been addressed during site plan review.

Environment

- PJ-5 The applicant has submitted the information required sufficient to allow Preliminary Plan approval;
- PJ-6 The plans conform to the minimal disturbance requirements as described; the second phase of the site plan will include SWM for the school;
- PP-2 The site plans conditionally meet the FCP legislation;
- PP-3 The forebay is not counted as forested area, nor is it within the stream buffer;
- PP-4 The agricultural areas within the stream buffers for this site plan were taken out of production by Spring 1996- the remainder will be taken out with this site plan.
- PP-9 No development activity has begun on the site;
- PP-12 The plan conforms to the MCDEP SWM approval of 7/28/95;

Transportation

- PJ -1 The number of units proposed conform to the staging ceiling limits;
- PJ-2 The transportation improvements were updated in the Preliminary Plan approval;
- PJ-3 Dedication and construction of the Mid County Arterial (aka A-305) - the Phase I site plan submittal does not require the dedication or construction of this road, it will be part of later site plans; the proposal shows units adjoining the Mid County Arterial for which building permits can't be released until the road is built in a later phase;
- PJ-4 Stringtown Road improvements were required with the Preliminary Plan; the alignment of the road as determined at Preliminary Plan moves into the Historic District - staff's recommended cross section would allow for an adequate set back to the house in the District while utilizing the existing roadbed and serving the function of the road classification.

PJ-10 The layout of the streets that are part of the proposed site plan conform to these recommendations;

PJ-14 "O" street extended -of the site plan- connects Main Street to the adjoining parcels; all three streets connecting to Clarksburg Road are in place with the proposed site plan;

PP-1 The proposed site plan conforms to the staging ceiling limits; the applicant will enter into a phasing agreement for necessary road improvements with record plat submittal; the applicant has submitted a draft record plat phasing agreement for review and approval with this site plan;

PP-5 The plan shows the appropriate right-of-way dimensions and locations, dedications for all right of way owned by the applicant will required prior to the release of any building permit; dedications for any off-site right-of-way will be required in conjunction with the phasing requirements for the number of units;

PP-11 The access and improvements required by the MDSHA and MCDPW&T will require SPA approval;

PP-15 The applicant will have to dedicate Public Improvement Easements as necessary for bike paths and other features of the site;

PP-16 These APF requirements are the basis for the road requirements for this site. The applicant has received SPA approval for the improvements applicable to the number of units within this approval; future site plan sections and the roads required for them will require additional SPA approval.

Historic Preservation

PJ-8 The road design for Main Street and nearby sewer locations are part of the site plan proposal; a John Clark gravestone marker is proposed within a pedestrian area pending further review; the applicant has not secured the right-of-way for the extension of Main Street to MD 355- staff will carry this condition forward for future site plan proposals;

PJ-9 The public street conforms to setbacks to the church - screening, pedestrian linkage and increased visibility have been provided for. The size of lots as proposed do not conform to the width of lots for the R-200 zone as required, a lot will need to be removed to accomplish this;

Park/School

PJ-7 The final concept plan was approved with the Preliminary Plan, See Attachment X.

PP-6 Re: dedication of the proposed park school site, the applicant proposed an agreement to dedicate land that is part of this site plan; the agreement stipulates the timing of dedication to occur with CIP funding or with adjoining development; phasing the grading will be addressed with future site plans or prior to CIP construction per this agreement; will be addressed with this site plan's SPEA

PP-7 The dedication agreement will be part of this Site Plan SPEA

Site Plan

PJ-12 The proposed plans conform to these requirements for landscaping, street detailing and amenity areas; additional landscaping of the SWM facilities is needed;

PP-10 The proposal includes 768 dwelling units which were determined during site plan review;

PP-13 The MPDU's conform to the required number for this site plan phase, the balance for the entire project will be provided in Phase II.

Project Administration

PJ-11 The amenities proposed for the Phase I Site Plan need to be constructed in accordance with typical site plan phasing requirements; the design concept for the Greenway and adjoining areas has been reviewed and accepted by staff; the greenway amenities will be phased in with the Phase I Site Plan.

PJ- 13 The applicant has submitted a draft HOA agreement that describes an umbrella style maintenance organization that includes residential and commercial properties alike for staff's review and approval;

PP-14 This condition provides for Planning Board reconsideration of a case if a court challenge removes a previously required condition;

PP-17 The validity period of the Preliminary Plan has been included in the record plat phasing schedule proposed by the applicant.

With consideration of the conditions listed above, the site plan conforms to the Project Plan and Preliminary Plan Approvals.

ANALYSIS: Conformance to the Project Plan Approval

The conformance of the proposed site plan to the Project Plan conditions of approval were established, with conditions, above in Project Description: Prior Approvals.

The site plan conforms to the list of Amenity Areas and Recreational Facilities that were part of the Project Plan by providing the following:

Amenity Areas: Town Square, land dedicated for future civic building (with Phase II), streetscape system, neighborhood squares and green area, greenway dedicated for public use, Greenway roadway, specialty planting areas along greenway road, Park/School Site/ Large Private recreations areas for major fields(with Phase II), land for expansion of areas next to historic district, green areas and buffer next to historic district, green areas and setback areas located along Mid-County Highway, Stringtown Road and Clarksburg Road improvements, Pond Area (SWM facility).

Recreation Facilities: Tot Lots, Multiage Play facilities, Picnic/sitting areas; tennis courts (possible with Phase II); bikeway system; greenway pathway and bicycle path (Class I); Nature trail; Nature areas near the Pond; swimming pools; wading pools; indoor fitness facility (in Phase II).

The site plan conforms to the other aspects of the Project Plan approval regarding development standards, unit types proposed, unit location, and road connections. The Proposed density range for units per the Master Plan and Preliminary Plan are as follows:

Unit Types	Master Plan %	# of units (Total)	Per Site Plan
SFD	10-20 %	130-260	75
SF Attached and TH's	30-50%	390-650	295
Multifamily Units	25-45%	325-585	396

Adjustments to the Project Plan approval include:

- There is no connection to Mid - County Arterial from "G" Street due to extreme grading differences of 10 to 15' between the two roads.
- The street between the multifamily block and the SWM facility (pond) has been removed in lieu of an improved open space connection between the housing and the open space.
- The unit type for half of the multifamily units has changed from a large multifamily building to the 2/2 units which have parking in the lower level and a rear loaded driveway. Where this has been used, screening with fences and landscaping has been added;
- The diagonal street between the church and the town square is a pedestrian mews;
- The connection of Main Street to MD 355 has not been achieved concurrent with this site plan approval.

Staff finds these adjustments acceptable to conformance with the Project Plan.

DISCUSSION OF ISSUES THAT WERE RESOLVED DURING THE SITE PLAN REVIEW PROCESS

Environment

The Special Protection Area (SPA) for the site was approved on January 15, 1997, see Appendix for memo. The approval applies to the residential areas, rough grading of the retail area, the Clarksburg Road frontage improvements, the turn lane improvements at MD 355/ Clarksburg Road, Stringtown Road from Greenway Road to MD 355, the uphill portion of Stringtown Road (near the proposed units).

The SPA review was an extensive process creating a challenge for the determinations of all road, greenspace and site planning issues. During the SPA review, there was a delay pending the provision of additional information for review.

Transportation

Internal Streets - This neotraditional neighborhood required the waiver of many typical street design standards. MCDPW&T and MCDPS staff have worked closely with staff to develop and approve waivers of reduced turning radii, sidewalks of brick paving, tighter tree spacing, crosswalks and traffic calming features to create a beautiful street environment that will be safe for pedestrians and automobiles. The Project Plan recommended the waivers be obtained prior to Planning Board approval of a site plan. A copy of the approved waivers and road design by MCDPW&T and MCDPS are attached in the Appendix.

Arterial Roads - The design of the arterial roads: Clarksburg Road (MD 121), Stringtown Road (MD 261) and the Mid County Arterial (the Piedmont Road, Mid County Highway or MD 305); was the subject of much study. Although the Master Plan designation for the roads was clear, the details of closed or open section, bikepaths, sidewalks, street trees were worked out with this review. It was necessary to determine the exact design of the arterial roads because: the Special Protection Area (SPA) approval requires final design prior to approval; there was a need establish conformance to Master Plan Guidelines and to address Historic Preservation requirements; they needed to be adapted to allow the preservation of a hedgerow; and they had to respond to the needs of on road bicyclists. A copy of the arterial road design recommendations by MCDPW&T and MCDPS and MCPD Transportation Planning Department are attached in the Appendix.

Bicycle Lanes - During the review of this project, MCPDW&T began to recommend the expansion of all arterial travel lanes or the utilization of paved shoulders to accommodate on-road bicyclists. This enlarged the pavement cross section by 2 to 16 feet within an SPA where Class I (off road) bike lanes were already proposed. Impervious surfaces must be minimized within SPAs. After review, Staff supports the on-road bike lanes on Stringtown Road in addition to the Class I bike path so it will function as a transit corridor. For Clarksburg Road,

the on road lanes are widened 1 foot in each direction because the Class I bike path will be 6 feet instead of 8 feet (standard) to allow for the preservation of the hedgerow and utilization of the existing paving. Staff worked out a reduced lane widening for the Mid County Arterial utilizing a 32 foot paved roadway instead of an earlier 40 foot paved roadway. Initially the applicant objected to bikeway construction within the arterial, they now agree to build them.

Public Private Streets - The applicant proposed four private streets. Staff was initially concerned about public access and maintenance issues, but the applicant required assigned parking spaces to satisfy funding for the project.

Park/School

The park/school issues established during the earlier approvals were addressed by the development of the Greenway Concept Plan by Planning Department and Park Department staff and the applicant. The remainder of the Park/ School site, the areas surrounding the school itself and the play fields, will be part of later site plan consideration.

MC Public Schools have repeated their request for part of the site to be dedicated to them so they may receive reimbursement by the State of Maryland. Their letter of December 31, 1997 is in the Appendix.

Historic Preservation

The applicant has not secured the property to allow the Main Street connection to MD 355 next to the General Store. The proposed cross section for Stringtown Road was developed to maintain a 20 setback to the wall of the adjoining historic district property.

Site Planning/Landscaping and Lighting

The original recreation proposal for the project included 2 on-site tot lots for 775 units. The applicant has revised their submittal to conform to the Recreational Guidelines with recreation evenly distributed throughout the site. Additional connections were developed between the town Square area and the Greenway Park.

The original MPDU proposal reflected the appropriate number of units but they were all in one block of multifamily buildings. The proposal now conforms to the MPDU locational guidelines, with conditons.

Staff worked with the applicant to develop the design for the block which houses the 2/2 unit to incorporate additional greenspace, attractive garage entryways and create a better setting for the pool. Additionally, they developed an improved layout of the multifamily units and pond area in the Hilltop section. Landscaping refinements were made throughout the process to an already beautifully designed landscape plan.

Community Based Planning Issues

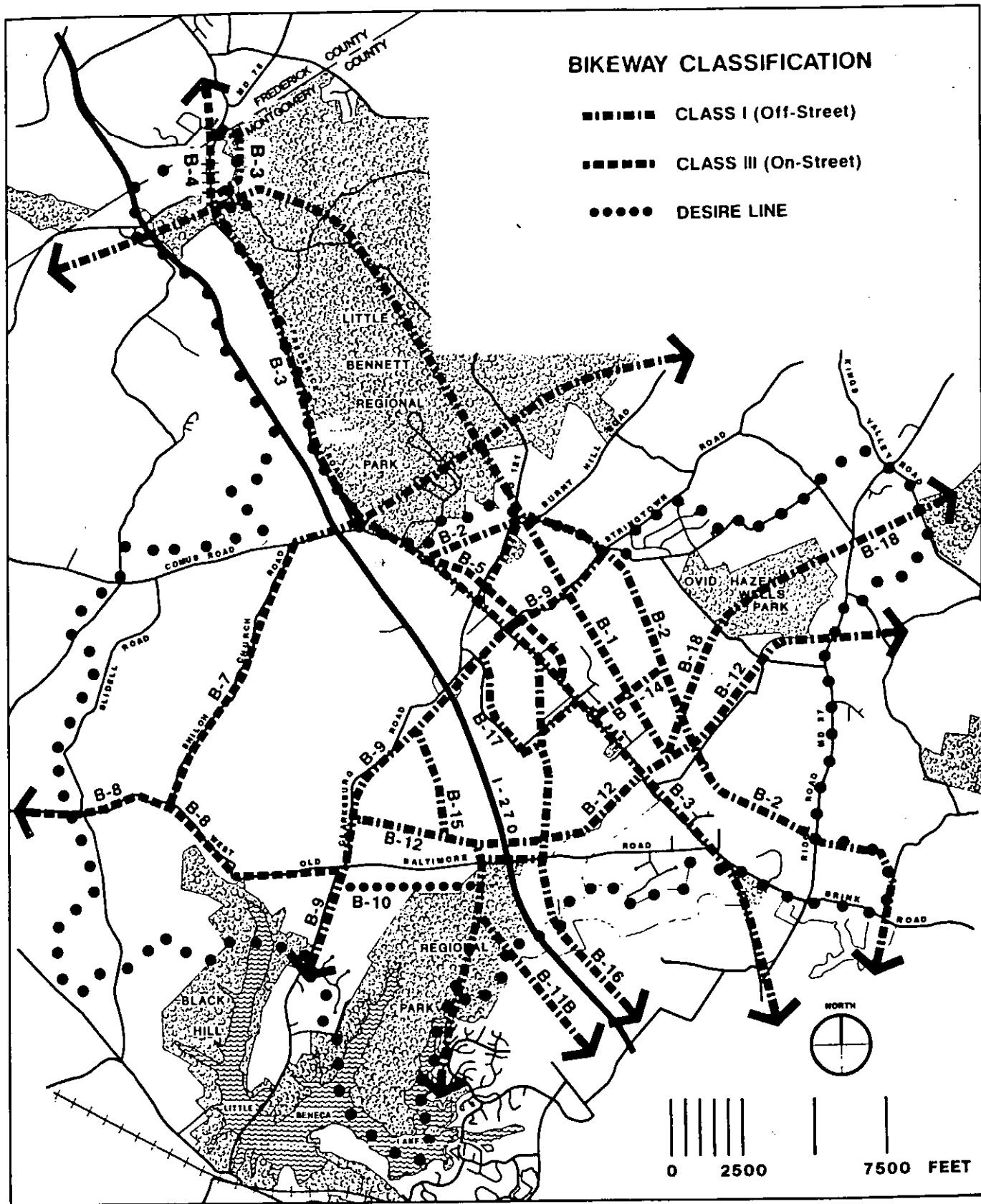
The project's connection to the Greenway system throughout Clarksburg and beyond was worked out in the Greenway Concept plan developed with this site plan.

Community Comment and Issues

Staff met with citizens and members of the Bicycle Action Group and received letters from both groups and from the Clarksburg Civic Association. Their interests are: the alignment for Stringtown Road coming into private property; various details about the site plan; comments on landscape plan details, outdoor lighting and adequacy of provision for bike lanes and multi-use trails. Their letters are attached in the Appendix. Their letters have been forwarded to the applicant's consultants who have considered their comments for the change of a bike rack, selection of a light fixture, and other items. Staff has recieved a call regarding concern about the lack of religious facilities being planned within the Town Center and the difficulty the existing Methodist Church is having in expanding their facilities.

Project Administration

The applicant and staff met to work out the details of the park/school dedications and other phasing and SPEA/HOA details.



Clarksburg Master Plan and Hyattstown Special Study Area

APPROVED AND ADOPTED JUNE 1994

ANALYSIS: Conformance to Clarksburg Master Plan

A. The Clarksburg Master Plan and Hyattstown Special Study Area, Approved and Adopted June 1994 recommend the following:

The Clarksburg Master Plan calls for the community's Town Center to have a strong, identity becoming the focus for the entire planning area. The Plan stresses the importance of a town scale of development with mixed uses, protection of the environment and the creation of walkable neighborhoods. The plan envisions a development pattern which is traditional in character and which protects the character of Clarksburg's Historic District.

The proposed site plan meets the objectives of the Master Plan as follows:

- *Create a Town Center which will be a strong, central focus for the entire study area. p.42*

The proposed site plan will establish a strong identity with a traditional town character as called for in the master plan. Phase 1 provides sufficient infrastructure, buildings and development of open spaces to establish this desirable character early on in the development of the Town Center.

- *Encourage a mixed-use development pattern in Town Center to help create a lively and diverse place. p.44.*

The master plans allows an overall density of 5 to 7 du/ac. with a maximum of 150,000 sf. for a retail center. The proposed site plan provides 768 units towards a total of 1,300 allowable units or 4.81 du/ ac. The proposed residential uses are within the Town Square, a mixed use area, and an uphill area. The retail center adjacent to the Town Square will be delivered in the next Site Plan phase. The Plan strongly encourages the provision of a grocery store anchor for the future retail center.

- *Assure that future development around the Historic District complements the District's scale and character. p.48. On the east side of the historic district, all development 400 feet east of existing MD 355 and/or on land which is within the historic district should be single-family detached structures which are not higher than two stories.*

The proposed site plan conforms to this recommendation. However, the lot size and building mass of proposed single-family units along the eastern edge of the historic district need to be revised to achieve compatibility with the scale and character of the adjacent historic district. (See Historic Preservation in Issues).

- *Make the Town Center a focal point for community services (such as libraries and postal service) as well as informal community activities. p.49.*

The proposed site plan does not include community services to be sited within the project. However, the approved Project Plan, #9-94004, envisioned such uses to be sited within either the Town Square itself or within the retail center. There is a need to identify and provide for such uses prior to the final

build out of the entire development. Staff recommends that the applicant assist the County to search for a suitable public facility for the Town Square or commercial area prior to the submittal of the final site plan application.

- *Create a transit-oriented land use pattern within the Town Center and link all portions of the Town Center with transitways, bus loops, bikeways, and pedestrian-oriented streets.* p. 51.

The proposed site plan achieves a transit-oriented pattern of development with buildings that front the street and an arterial street system that creates a "loop" circulation system around the Town Center. Transit orientation also is achieved by the use of short, walkable blocks and a network that ties directly with the future transit station located west of the project. The surrounding arterial roadway system is intended to function as a "neighborhood bus loop" which will encourage residents to walk. Provision of bus shelters at bus stops would be desirable.

- *Create a land use pattern that is responsive to environmental concerns relating to traffic noise and protective of headwaters.* p. 51. The Master Plan designates this area as part of the Special Protection Area within the Little Seneca Creek Watershed and "promotes environmentally sensitive design", p. 145.

The land use pattern that sites buildings so front doors face streets protects residential units from noise. Also the buffers provided along the surrounding Arterial Roads assist in protecting from traffic noise. The site plan will receive a Special Protection Area water quality approval prior to the site plan approval. The SPA approval and the design changes to the project create a more environmentally sensitive design.

The Clarksburg Master Plan objectives for development within the Little Seneca Creek watershed include *continuously forested stream buffers, protection and enhancement of wetland systems, water quality monitoring, environmentally sensitive design and construction of development and infrastructure, and maintenance of the environmental qualities of headwaters.* The site plan attempts to address these by providing enhanced reforestation in stream valleys and complying with the more rigorous stormwater management and water quality standards of the SPA.

- *Encourage an interconnected street system as typically found in older towns.* p. 51.

Specific Master Plan recommendations for Clarksburg Road, Stringtown Road and Mid County Highway are covered in both the land use and transportation chapters of the master plan. The following comments are organized by roadway and represent both the requirements and intent of the master plan.

Clarksburg Road (A-27)

- *Provide a maximum of 2 lanes within a minimum of an 80 foot ROW.*

(Table 7, p. 114)

- Provide a Class I Bikeway (Table 10, p. 133) on the south side of the roadway to achieve a bikeway "loop" system around the Town Center (Figure 43, p.132) and to accommodate bicycle access for the non-advanced cyclists. This bikeway should follow the ROW until it meets the park/school site and then weave its way through the park/school to Piedmont Road (A-305).
- The master plan calls for both Clarksburg Road and Stringtown Road to "*serve as entrances to the Town Center*", p. 52. Preservation of the mature hedgerow at Clarksburg Road and the cross section for Stringtown Road achieves this objective.

Stringtown Road (A-260)

- *Provide a maximum of 4 lanes within a 120 ' ROW. (Table 7, p. 115)*
- Provide a Class I Bikeway (Table 10, p. 133), along the north side of the road to create a bikeway "loop" system around the Town Center (Figure 43, p. 132) and to accommodate bike access for the non-advance cyclist.
- *The existing crossing [of Little Seneca Creek] will need to be widened to accommodate two additional lanes. When widened, this crossing is recommended to include areas for bike paths along Stringtown Road and for the Little Seneca Creek greenway, which will cross under Stringtown Road. (P.123)*

Within the Historic District boundary at Stringtown Road, a reduced width ROW and closed section cross section is supported by the master plan in order to achieve the plan's objectives for protection of the district's unique character. The Plan' objectives still requires necessary features such as the bikeway, median and street trees, and sidewalks. The below grade culvert, at the stream crossing, needs to be adapted to maintain the greenway connections.

Midcounty Highway (A-305 or Mid-County Arterial)

- *Provide a maximum of 2 lanes, divided within a minimum of a 80 foot ROW. (Table 7, p. 115)*
- Achieve a park-like character along the roadway. "*Setbacks from the Midcounty Highway (A-305) should be provided within the Town Center to establish a parkway like character*", p. 52.

The Site Plan conforms to this Master Plan. The landscaping provided creates an informal, parkway character and a buffer strip provides for the setback.

Redgrave Place (P-5)

- *Create a special character for Redgrave Place as it traverses the Clarksburg Historic District. p. 52.*
- Provide a maximum of 2 lanes or 24 feet in width within the historic district.
- Provide the connection for P-5 with MD 355 in a manner which does not negatively

impact the traditional character of the District. (p. 53 and 125).

The proposed site plan meets the Master Plan recommendations for Redgrave Place.

- *Provide a variety of open space features.* p. 53.

The Master Plan calls for the Little Seneca Greenway which traverses the site to be "*a major open space feature in Town Center, making it important that the greenway be visible and accessible to the public*", p. 53. The purpose of the greenway system is not only preservation of the stream valleys, but also, "*development of a trail system*", p. 156. The Plan also stresses the visual and recreational importance of other smaller open spaces such as Forest Conservation Areas along streams and the Commission's King Pond Local Park. Accessibility and integration of recreational opportunities are major objectives.

The proposed site plan achieves the intent of the Master Plan by increasing the recreational facilities within King Pond Local Park and by providing a landscape treatment that enhances the overall character of the greenway. Most importantly, the site plan provides a continuous trail system that will tie into future segments to the north and south of the greenway. Continuity of the trail is critical to its success. Roadway crossings under Stringtown Road needs to provide a stabilized trail surface within the widened culverts. This approach to roadway crossings, landscape enhancement and passive recreational use of the greenway will be repeated throughout the greenway network.

B. Conformance to the Master Plan for Historic Places

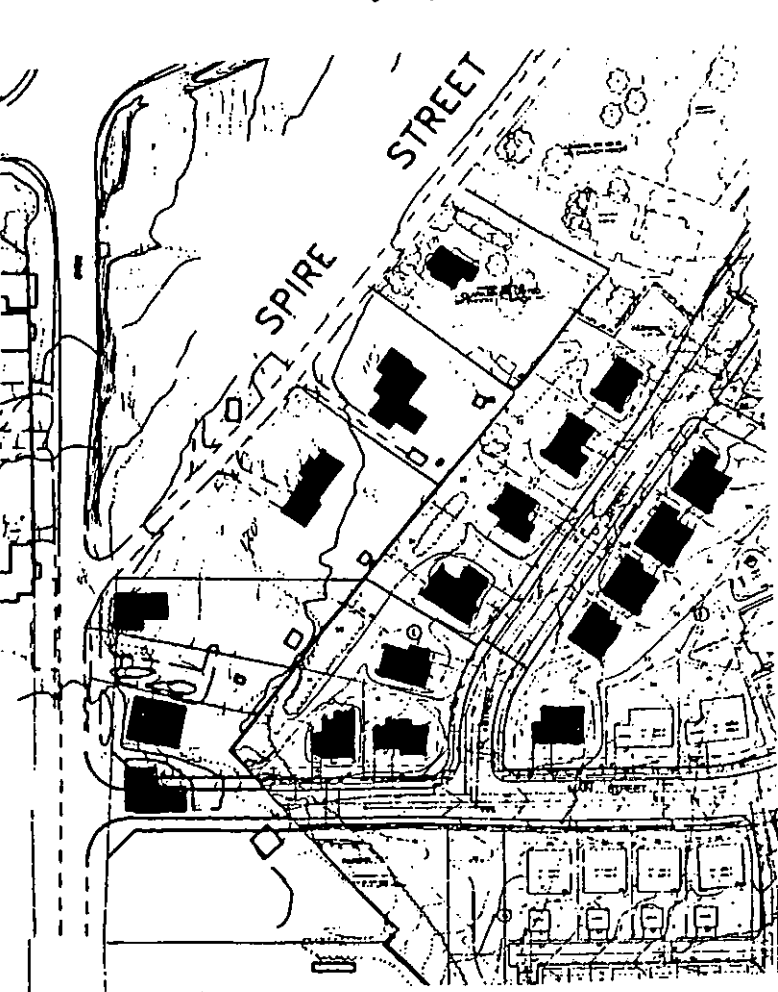
The Clarksburg Historic District is on the Master Plan for Historic Preservation and adjoins the proposed site plan along its western boundary,

The Historic Preservation Commission (HPC) has reviewed the proposal in the context of a Master Plan recommendation on March 11, 1992 and in the context of a Project Plan application on March 22, 1995. The HPC comments became the basis of Project Plan conditions of approval that dealt with the following: the width of Main Street (aka Redgrave Place Extended); the provision of accessible sewer to the District; providing an open space for the John Clark family grave markers; and a concept for an equitable development scenario of the Main Street connection to MD 355 (involving the Ruddin grocery store). Additional conditions provided for compatibility along the common boundary between the homes in the District and the proposed new homes and improved the connections between the existing church to the new subdivision.

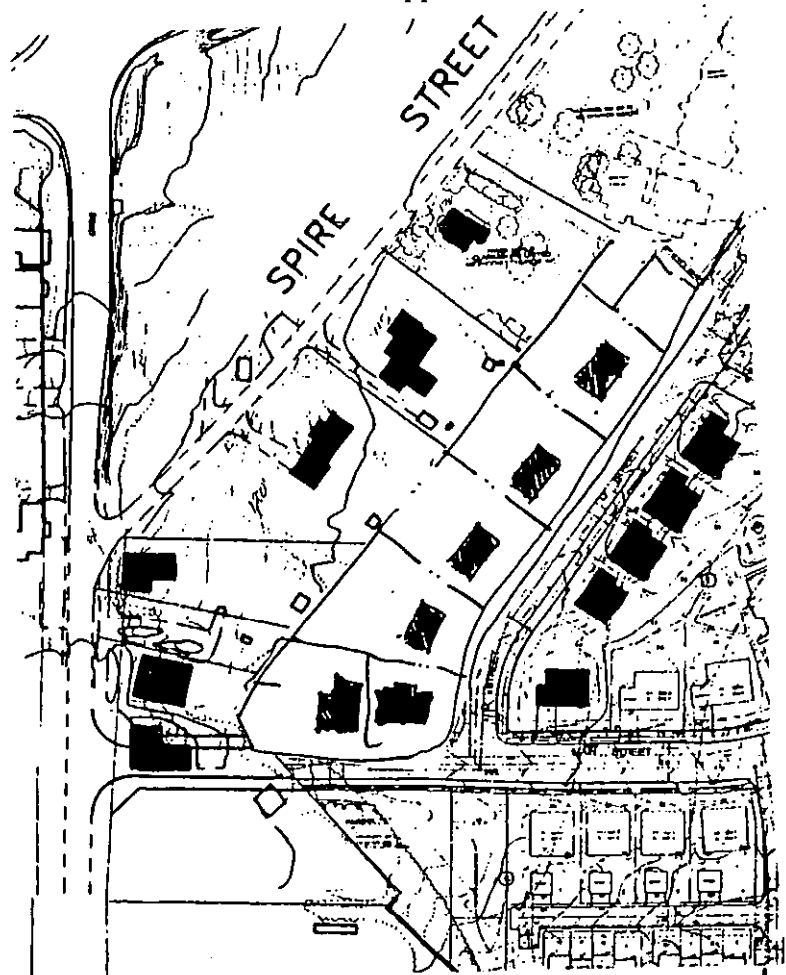
In the context of the site plan review, the HPC reviewed the project and found several requirements outstanding and has passed on the following recommendations: a 20 ft setback, free of a public utility easement, from the right-of-way to the historic Day house at the corner of MD 355 and Stringtown Road; appropriate lighting on Stringtown Road to be compatible with the Historic District; the CTC developer and Aric Ruddin should continue to resolve their issues to allow the Main Street connection to occur opposite Redgrave Place; a detailed design for a public space/interpretative area

to include the Clark Family Cemetery headstones with appropriate protection should be developed further for staff review and approval; and a lot should be deleted from the single family home area directly adjacent to the Historic District.

The removal of a proposed house is to create compatibility between the two projects utilizing similar scaled and dimensioned buildings and surrounding open spaces. The existing condition on Spire Street has three homes that have lot widths at their building face of 130 ft, 115 ft and 180 ft. The lots along MD 355, whose rear yards adjoin the common boundary, have 40 and 60 foot widths at the front building line. The proposed six lots have 2 lots with 68 foot widths at the front building line, one lot at 65 feet, one lot at 990 feet, one lot at 88 feet and one lot at 120 feet. The average frontage for all six lots is 83 feet. The approved Project Plan condition reads: *"...the size of lots and setbacks of the proposed development must match, approximately, the development standards in the R-200 Zone for building setbacks and width of lots along the southeastern boundary of the site..."* **The required lot width along the front building setback line is 100 feet.** The dimensions of the proposed lot widths and the sketch below show the lack of conformance with the desire of the HPC and the Planning Board's earlier decisions. The staff proposal clearly shows that the 100 foot lot widths work to create an appropriate transition between the existing Historic District and the proposed units. See memo of January 15, 1998 from the Historic Preservation Commission in the Appendix.



Applicant's Proposal



Staff's Recommendation

C. Conformance to the review comments of the MCPD Parks Department

MCPD Parks department has review the project and offered the support of the Greenway Concept Plan and their acceptance of recreational facilities to be built by this applicant within Kings Park per their guidelines. They reiterated the terms and conditions of the park/school dedication that was part of the Preliminary Plan approval. See memo Dated January 13, 1998 in Appendix.

ANALYSIS: Conformance to Development Standards - RMX-2

PROJECT DATA TABLE

Development Standard	Permitted/ Required	Proposed
Lot Area (ac.):	30 ac min.	120.17 ac Phase I 270.16 ac Total
Dwelling Units:		
One-family detached		75
Townhouse		295
Multiple-family		398
TOTAL	150	768
Moderately-priced DUs included(12.5%)	96	96
Min. Green Area or outside amenity area (total for site)		
W/in the commercial portion of site	15%	n/a w/ Phase II
W/in the residential portion of site	50%	64.7%
Min. Number of dwelling units approved	150 du's or	1,300 du's w/ Optional Method utilizing Project Plan
	Not > MP recommendation	2,600 for Town Center total 1,300 CTC total 768 CTC Phase I
Building Height	4 stories	4 stories
Max. Residential Density (total site)	30 du/ac	11.9 du/ac (1,300 du/109.17 ac)
Min Bldg setbacks (ft.):		
From one family zone		
Commercial bldgs	100 ft.	n/a -w/ Phase II
Residential bldgs	100 ft	50 ft*
From any street		
Commercial bldgs	n/a	n/a - w/ Phase II
Residential bldgs	n/a**	10 ft min**

* Per 59-C- 10.38 allows for setback reduction by 50% if there are trees or other features on the site that permit a lesser setback w/o adversely affecting development on the adjoining property. The applicant seeks a 50% setback in the areas adjoining the Clarksburg Historic District where mature trees are in place and are proposed to be saved and embellished with additional planting

** The Planning Board reviewed this setback during the Project Plan Review and found that no setback is necessary per the approved master plan.

	Allowed /Required	Provided
Parking	To be located on RMX zoned land To conform to 59-E	Conforms PB waiver of pkg req'mt to allow on street parking for req'd spaces
Number of Parking Spaces		
Phase 1A - Town Square		
	Multifamily (248 du @ 1.5/du)	372
	SFD and TH (18 + 159 @2.0/du)	<u>354</u>
	TOTAL	726
	Note: 17 spaces req'd on street	1098 (389 on street, 345 parking lot, 364 driveway/garage)
Phase 1B - Hilltop District		
	Multifamily (150 @ 1.5/du)	225
	SFD and TH (59 + 134 @ 2.0/du)	<u>386</u>
		611
	Note: 90 spaces req'd on street	787 (266 on street, 255 parking lot, 266 driveway/garage)

Required Public Facilities and Amenities are listed above SITE ANALYSIS: Conformance to Project Plan. The site plan provides the required public facilities and amenities.

MPDU CALCULATIONS

MPDUs required for 768 du's - 12.5% of 768 = 96

MPDUs provided in Town Square area: 12 TH's and 28 multifamily du's

Mpdu's provided in Uphill District: 14 th's and 42 multifamily du's

RECREATION CALCULATIONS

	tots	children	teens	adults	srs	Total
DEMAND TOTAL	102.1	137.4	19.8	930.7	98.6	1388.7

SUPPLY (amount proposed)

ON SITE

Tot Lot (1)	9.0	2.0	0.0	4.0	1.0	
Multi-age Play Lot (2)	18.0	22.0	6.0	14.0	2.0	
Picnic/Sitting (12)	12.0	12.0	18.0	60.0	24.0	
Open Play Area II (1)	3.0	4.0	4.0	10.0	1.0	
Bike System (1)	5.1	13.7	18.0	139.6	9.9	
Pedestrian System (1)	10.2	27.5	24.0	418.8	44.4	
Nature Trails(1)	5.1	13.7	18.0	18.0	139.6	
Nature Areas(1)	0.0	6.9	12.0	93.1	4.9	
Swimming Pools(1)	5.1	27.5	24.0	232.7	14.8	
Wading Pool(1)	15.3	6.9	0.0	46.5	4.9	
ON SITE TOTAL						1622.9

EXISTING OFF SITE TOTAL 74.7

PROPOSED OFF SITE TOTAL 79.9

Existing Off Site Supply Points for a Tot Lot, Open Play Area I, Soccer-Junior, Baseball-Junior yields a total of 74.7 points at 35 value % of each. Proposed Off Site Supply Points for a Tot Lot, a Multiage Play Area and 6 Picnic Sitting Areas yield 79.9 points at 85 % value of each.

SUPPLY TOTAL 1777.5

TOTAL PERCENTAGE FOR EACH CATEGORY

100.5 120.3 124.6 131.6 137.8

The recreation proposal for the Site Plan exceeds the required amount of the recreation for the project.

FINDINGS for Site Plan Review:

1. The site plan is consistent with the Project Plan approved for this site utilizing the RMX-2 optional method of development. See discussion above.
2. The site plan meets all of the requirements of the zone in which it is located. See Project Data Table above.
3. The locations of the buildings and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe and efficient.

a. Location of Buildings

The 768 homes (75 SFDs, 295 Townhouses and 398 multifamily units) are sited to create the look of an older town, utilizing what we now call neotraditional town planning. The unit locations as described earlier in this report, create a series of blocks which provide a suitable residential setting for each unit type. This layout establishes order and clear orientation for each street and to each address. Additionally, each unit type faces the street and connects to it with a walk for direct, safe and efficient connections. All the parking areas also connect to the streets and units for safe and efficient use. The unit orientation to the street also provides for an attractive view from adjoining roadways and properties, hiding the rear yards from public view.

There is common open space for each building type, either within a neighborhood green or mews. The buildings location at the block edge leave opportunities for a variety of open spaces for public and private use. The provision of many sitting and play areas dispersed throughout the units and public spaces create an abundance of opportunities for public gathering and recreation.

The edge of Historic District would be improved with the creation more open space within the SFD units proposed there.

The MPDU locations conform to the approved guidelines by: providing 12.5% of the proposed units as MPDU's; providing two different types of units, similar to the proposed units in the project; townhouses with only MPDU's are permitted as shown; the Uphill District townhouses and multifamily units are units are sited near recreation areas open space play areas. The outstanding items for the MPDU locations are : the townhouses in the Town Square District must either be relocated next to recreation areas or recreation shall be installed near them; the site plan and record plats must identify all MPDU locations. With these improvements, the MPDU's conform to the Site Plan Guidelines approved by the Planning Board 6/1/95.

b. Open Spaces

There are 70.65 acres of open space provided within the whole Clarksburg Town Center. The open spaces are used for environmental mitigation, for recreation, buffers and tree preservation. Within the developed areas, the open spaces provide for sitting areas, walks and buffers between development.

Discussion of Environmental Findings

Adequacy of Stream Buffers

Stream buffers per the Environmental Guidelines and Priority One forest conservation areas have been protected, with the exception of unavoidable intrusions for grading of the Greenway road, road crossings on Greenway Road and Main Street, stormwater management facilities, and sewer installation. Greenway Road grading will be done only in unforested portions of the stream valley and will be reforested. None of the impervious road surface will be within the buffer. The road crossings will have to conform to the county guidelines for environmentally sensitive road crossings which encourage reduction of the crossing footprint and maintenance of the stream channel. Although the stormwater management facilities require some forest clearing and for the most part cannot be reforested (although some landscaping is possible), they are vital to protection of the stream from the impacts of development and cannot be located outside the buffer without significant impact to the layout and density of the plan. To the extent possible, the sewer easements avoid the most sensitive areas and will be reforested.

In all instances, intrusions into the stream buffers will be minimized and mitigation of impacts will be required. Another danger to streams and stream buffers on this site is the large area and amount of grading that will be done within the development area. As protection, extraordinary and redundant sediment and erosion control measures are being required during construction. To ensure that these measures are adequate, effective, and in good working order, staff is recommending that an independent inspector funded by the applicant be retained by MCDPS to monitor the sediment control devices and deal with potential problems. This approach is being successfully used for another site plan currently under construction in a sensitive watershed, and is consistent with recommendations made in the County's Sediment Control Task Force Report (June 1997).

Adequacy of Stormwater Management

Stormwater management is provided by several on-site water quantity and quality facilities which have been required as part of the review and approval of the SPA Water Quality Plan. Water quality control will be provided by an extensive series of Best Management Practices (BMP's) including; sand filters, bioretention, and clean water recharge areas. These facilities are linked together with the quantity control facilities which consist of a dry pond within the western stream valley and a wet pond located within the development area on the east side of the property. Both ponds are in approximate locations identified by the Clarksburg Environmental & Water Resources Study for shared stormwater management facilities. Although facilities that are in-stream or have permanent pools of water are not usually desirable in temperature sensitive watersheds, it was determined as part of the review of the Preliminary Water Quality Plan that given the development intensity, more effective stormwater controls would be provided by these facilities. The in-stream facility will use the dam created by the Greenway Road crossing which eliminates additional disturbance. The remainder of the valley will be left as it is except for reforestation. The wet pond will be designed with as many features as possible to reduce the temperature of water entering the stream from the pond outfall.

The stormwater management facilities are linked together so that they provide extraordinary and redundant stormwater management controls.

SPA Guidelines

The Board has adopted guidelines for Park and Planning Department review of projects within SPA's. These guidelines focus on expanding wetland buffers, expanding and accelerating forest conservation opportunities, and limiting site imperviousness levels. They have been addressed by the site plan in the following manner:

BUFFERS - Stream buffers have been discussed above. As previously noted, the Board decided expanded wetland buffers would not apply in the town center. The majority of the wetlands, seeps and springs on the property are physically protected within the stream valleys. Measures have been taken to minimize even temporary disturbance of the wetlands, and where unavoidable disturbance will occur (road crossings and sewer installation), 2:1 wetland mitigation will be provided. To reduce the more critical impacts on hydrology for the wetland areas, the plan proposes several stormwater management BMP's designed to encourage infiltration and groundwater recharge.

FORESTATION - The plan will include reforestation of all unforested stream buffer areas using at least whip size planting stock to minimize the time to canopy closure. A 5-year maintenance program will be required to better ensure survival of the forest plantings.

IMPERVIOUSNESS - Imperviousness within the town center far exceeds the level which is desirable in the headwaters area of a sensitive watershed such as Little Seneca Creek. However, given the nature of the land use and site design this cannot be avoided. Attempts have been made by the applicant to minimize impervious surfaces by use of on-street parallel parking and tighter curb radii, but in staff's opinion further reduction is possible. We recommend deletion of the on-street parking from the following locations: 1) the stream valley side of the Greenway Road from Stringtown Road to the intersection with Street "O"; 2) both sides of Street "C" from Stringtown Road to Street "D"; 3) the stream valley side of Street "C" from Street "D" to the bikepath crossing; and 4) on Street "D" west of its intersection with Street "C". In addition, we strongly discourage widening of road surfaces for on street bike lanes and paved shoulders.

Hope for reducing the impact of the excessive impervious surfaces on this watershed lies in providing extraordinary stormwater management facilities and BMP's for all runoff from these surfaces. Due to the amount and configuration of density proposed for this site, space for and capacity within these facilities is very limited. Given the proposed edge of the developed area, this situation cannot be remedied without sacrificing more of the environmentally sensitive stream buffer area. Reducing the amount of proposed imperviousness, where possible, and avoiding addition of more imperviousness are the best ways to ensure that the proposed facilities will be adequate and effective.

Final Water Quality Plan

The Final Water Quality Plan for the town center addresses the Performance Goals established during pre-application review, outlines the strategies that will be employed to meet these goals, and includes a detailed plan for water quality monitoring of the streams before, during and after construction. The following is a brief summary of the performance goals and strategies:

GOAL: Protect the stream/aquatic habitat - restore habitat which promotes natural recovery toward a Use IV stream habitat.

STRATEGY: *Address the three components of aquatic habitat. Chemical component - Water quality BMP'S; Physical component - reforestation of stream buffer, stream valley improvements, stringent erosion and sediment controls, stormwater management controls, conversion of agricultural fields; Temperature - retention/replanting of forest within stream valleys, BMPs including sand filters, bioretention, clean water recharge and cool water infiltration and recharge.*

GOAL: Maintain natural on-site stream channels: through effective upland site planning, stormwater controls, and sediment and erosion control, protect stream habitat features vulnerable to anticipated development impacts.

STRATEGY: *Redundant sediment control, water quality BMPs, stormwater management quantity controls, reforestation along stream channels, stream channel improvements, protection of existing stream valley forest and wetlands.*

GOAL: Minimize stormflow runoff increases - Through stormwater management, decrease duration and frequency of bankfull discharge to preconstruction levels.

STRATEGY: *Control first 1" of runoff from proposed impervious surfaces to mimic existing conditions during a two year storm.*

GOAL: To identify and protect stream banks prone to erosion and slumping - Identify the most erosion prone stream bank areas and stabilize them with a combination of structural and bioengineered solutions to anticipate the altered flow regime resulting from development.

STRATEGY: *Stream valley improvement*

GOAL: To minimize increases to ambient water temperature - minimize increases to 3.5 percent of existing baseflow conditions.

STRATEGY: *Water quality BMPs which infiltrate stormwater runoff and mix it with cooler groundwater, shading of stream valley through retention/planting of forest.*

GOAL: To minimize sediment loading - minimize sediment loading and reduce stream embeddedness by 80 percent.

STRATEGY: *Reforesting stream buffer, stream stabilization, stringent erosion and sediment control, stormwater management controls, conversion of agricultural fields.*

GOAL: Maintain stream baseflow - Limit the post-development reduction of base flow in streams to 0 percent.

STRATEGY: *Partial (80%) maintenance through infiltration BMPs.*

GOAL: Protect springs, seeps, and wetlands - Protect natural recharge areas of perennial seeps and springs that provide cold water to streams where feasible.

STRATEGY: *Minimize disturbance, infiltration BMPs, stream valley open spaces.*

Environmental Planning Division staff concur with MCDPS that the proposed Final Water Quality Plan meets the SPA requirements for the development and grading areas within the site and for a portion of the perimeter arterial roads (see MCDPS memo). We recommend conditional approval of the plan.

Arterial Road Open Section Roadway Waivers are required to approved closed section roadways within a Special Protection Area.

Environmental Planning Division staff support use of closed section improvements to Stringtown Road from MD Route 355 to the Greenway Road, and for Clarksburg Road from MD Route 355 to the Greenway Road. It has been determined that additional stormwater management controls can be provided to compensate for the loss of open swales for these roads and water quality will be protected. Stringtown Road from the Greenway Road to Midcounty Arterial should be a modified open-section road. Midcounty Arterial will be reviewed as part of future site plans.

Noise Mitigation

Significant noise impacts affecting the outdoor area of Lot 1, Block K and Lots 1, 6, 7, 10 and 11, Block J have been mitigated to the extent feasible by small, densely landscaped berms to provide at least visual screening of the noise source. The same visual screening is provided for Lots 23 and 33, Block K and Lot 51, Block L through use of fencing around the perimeter of the rear yards. Interior noise levels within all of these units will be addressed by appropriate building design and construction.

c. Landscaping and Lighting

The landscaping plan is richly developed to provide for a variety of functions: buffering and screening; to provide shade for parking lots, streets, sitting and play areas to stabilize stream valleys; to create entry features; to articulate the Town Square and preserve existing wooded areas. The bike path along Greenway Road will be accentuated by groves of trees which allow for intermittent views of the stream valley. The Forest Conservation Plan and the stream valley buffer planting will create a forested stream valley over time with water quality benefits. The Landscaping Plan also provides for SWM facility plantings to assist in water retention and to provide for an attractive setting for utilitarian functions. The plant selections proposed by the applicant are suited to the environment and their intended purpose.

Staff recommends that further review be required to: provide additional planting within the SWM facilities; to determine the appropriate ground cover for the steep slopes; to assure that evergreen plantings be added to Stringtown Road to assist with perceptual noise mitigation; and for the Town Square, a planting that will add some presence to the space until a civic use is found to occupy the space. For those areas where tighter tree spacing is proposed within the public right-of-way, the HOA will be required to maintain those trees.

d. Recreation

Recreation demand is satisfied as shown in the recreation calculations table above.

The recreation proposal has located a variety of play areas throughout the project. In order to provide play areas within convenient access to all the units within each block, the typical play area has, in some cases, been dispersed to provide a single swing or sandbox and bench tucked within an open space, rather than require a large totlot structure for every location. Play equipment and path connections have been added to the existing Kings Park to accommodate the increased usage by this development.

The MPDU townhouses within the Town Square neighborhood need to have additional recreation added next to them.

e. Vehicular and Pedestrian Circulation

The vehicular and pedestrian circulation systems are merged for the neighborhood and Town Square areas. Both the streets and the sidewalks that adjoin them on both sides create a modified grid system for circulation - modified to meet existing conditions and topography.

The internal streets are designed (with some waivers) to allow pedestrian friendly features ie, reduced curb radii, raised crosswalks and intersections, parallel parking which create a safe, clearly defined environment for both vehicles and pedestrians. The multiple intersections and block pattern create efficient and safe access to each unit or parking lot and assists movement throughout the neighborhood.

Internally, Greenway Road provides a recreational trail that is off road to separate the bicyclist from the motorists. The connections across Main Street are defined by crosswalks and a raised intersection to provide safe pedestrian and bicyclist crossings. Beyond the site to the north, the Greenway bike trail will cross Clarksburg Road and connect to the park to the north. South of the site it will connect efficiently and safely to bike trails planned with roadway improvements. Main Street will be a designated route for a Class III or on road bike path. Staff recommends that the applicant post it with a sign to highlight the presence of bicyclists.

Other internal street features are for private streets to allow on street parking aligned to units, staff supports this waiver of standards. Until the Main Street connection is made there needs to be a turn

around at its terminus.

The external arterial streets and their access points are in accordance with the approved Preliminary Plan. The arterial streets include Class I bike paths, per the Master Plan. They are placed along the side of the property to efficiently provide the population of Clarksburg Town Center a continuous loop around the entire project and to make a link to the transit station and regional bike paths beyond.

The pedestrian system for the project is continuous, efficient and safe. Sidewalks are in place on every street, providing complete pedestrian access through the developed areas. Each block has a path through it for efficient movement through the entire area. The path system within the open spaces connects to the sidewalks for a continuous and efficient movement. Staff recommends that one sidewalk be deleted due to lack of use and the need to reduce paving in the SPA - the sidewalk along the north side of the Mid-County Arterial.

4. Each structure and use is compatible with other uses and other site plans and with existing and proposed adjacent development.

The Clarksburg Town Center will be ultimately be perceived as an extension of the land use patterns established within the existing town of Clarksburg. The proposed siting of SFD units next to the boundary of the homes within the Historic District will establish a continuity of unit type, mass and layout from existing to new development. The removal of one proposed SFD home along the will improve the compatibility between the projects. The topography that slopes away from Stringtown Road and Mid County Arterial and the heavily planted buffer allow for the development to be sited with the least intrusion to the rural land to the east of the property.

The preservation of and the provision of a wooded buffer between the Historic District, the church, Clarksburg Road and the proposed site plan will allow for development to occur with a retention of the existing character of the area and minimized environmental disturbance.

The activity associated with the proposed residential and recreational uses will not cause any negative effect on the existing town.

5. The site plan meets all applicable requirements of Chapter 22A regarding forest conservation.

The site plan meets all applicable requirements of Chapter 22A regarding forest conservation. Forest Conservation requirements for this phase of the development have been met by the preservation of approximately 16 acres of existing forest, with additional planting of approximately 8 acres.

Most of the forest retention and planting areas are within stream valleys that will be dedicated as park land. A Category I Conservation easement will be placed over the forest conservation and buffer areas outside of park dedication as shown on the Forest Conservation Plan. See approval memo of January 15, 1998 in the Appendix.

CONCLUSION

The review team for the Clarksburg Town Center # 8-98001 includes the following:

Charlie Loehr, Chief, Development Review

Wynn E. Witthans, Development Review

Ron Welke, Transportation Planning

Cathy Conlon, Environmental Planning

Gwen Wright, Historic Preservation

Karen Kumm, Lyn Coleman, Community Based Planning

Tanya Schmieler, Park Planning

Joe Davis, Development Review

also: Larry Ponsford, Micheal Ma, Brooke Farquhar, Beverly Breen, Ki Kim, John Carter

Sara Navid, MCDPS

Greg Leck, MCDPW&T

Richard Gee, MCDPS

Rick Brush, MCDPS

Greg Cook, MDSHA

Janice Turpin, MCPS

APPENDIX

- a. Standard conditions dated January 16, 1998.
- b. Correspondence referenced in report

NOTE: A transcript of the Project Plan and copy of the minutes of the Preliminary Plan hearing been placed in the Planning Board office for the Board's review.

g:\spstaff\8-98001

APPENDIX A:

STANDARD CONDITIONS OF APPROVAL DATED 1/16/98:

1. Submit a Site Plan Enforcement Agreement, Development Program, and Homeowners Association Documents for review and approval prior to approval of the signature set as follows and as stated above in other conditions:
 - a. Development Program to include a phasing schedule as follows:
 - 1) Street tree planting must progress as street construction is completed, but no later than six months after completion of the units adjacent to those streets.
 - 2) Community-wide pedestrian pathways and recreation facilities must be completed prior to seventy percent occupancy of each phase of the development.
 - 3) Landscaping associated with each parking lot and building shall be completed as construction of each facility is completed.
 - 4) Pedestrian pathways and seating areas associated with each facility shall be completed as construction of each facility is completed.
 - 5) Clearing and grading to correspond to the construction phasing, to minimize soil erosion;
 - 6) Coordination of each section of the development and roads;
 - 7) Phasing of dedications, stormwater management, sediment/erosion control, recreation, forestation, community paths, trip mitigation or other features.
 - 8) Phasing of site clearing and grading to minimize soil erosion;
 - 9) Phasing of stormwater management and forest construction.
2. Signature set of site, landscape/lighting, forest conservation and sediment and erosion control plans to include, in addition to other requirements, for staff review prior to approval by MCDPS:
 - a. Undisturbed stream buffers at least 120 to 150 feet wide as shown on the site plan;
 - b. Limit of disturbance;
 - c. Methods and location of tree protection;
 - d. Forest Conservation areas;
 - e. Relocation of stormwater facility outfalls from pond away from forest preservation or other environmentally sensitive areas;
 - f. Conditions of MCDPS Water Quality/Stormwater Management Concept approval letter dated January 15, 1998;
 - g. Note stating the M-NCPPC staff must inspect tree-save areas and protection devices prior to clearing and grading;
 - h. The development program inspection schedule.
 - i. Category I conservation easement and park dedication boundary
 - j. Street trees along all public and private streets inclusive of the arterial streets surrounding the project;
 - l. Centralized, screened trash areas for all multi-family and one-family attached units

except townhouses

- m. Details for and location of noise fencing to attenuate current noise levels to no more than 45 dBA Ldn for the outdoor back yard area of homes at Stringtown Road and Midcounty Arterial.
 - n. certification from a professional acoustical engineer that the building shell will attenuate current noise levels to an interior level not to exceed 45 dBA Ldn.
 - o. location of outfalls away from tree preservation areas;
 - p. environmental setting protecting the historic resource or site.
- 3. Forest Conservation Plan shall satisfy all conditions of approval prior to recording of plat and MCDEP issuance of sediment and erosion control permit.
 - 4. No clearing or grading prior to Planning Department approval of signature set of plans.

APPENDIX: Previous Planning Board Environmental Decisions

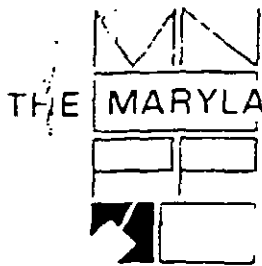
The proposed site plan includes 768 of the approximately 1300 units anticipated for the town center site with associated infrastructure. It also includes grading for the future commercial/off ice/retail portion of the site. The plan results in complete development or grading of the west side of the site and development of approximately one third of the east side.

As part of project and preliminary plan review, the Board made the following decisions:

1. Agreed to stream buffer encroachment for the grading of the greenway road (no clearing of forest, no imperviousness in the buffer, complete reforestation) and two associated stormwater management facilities (minimize disturbance and re-vegetate) due to the effect the alternative would have on site design and density.
2. Established that Clarksburg Town Center must comply with Special Protection Area (SPA) Water Quality Review requirements except that the revised SPA wetland buffers (*Guidelines for Environmental Management of Development in Montgomery County*, February 1997 edition) would not apply.
3. Agreed that stream buffers must be forested wherever possible to meet county Forest Conservation Law requirements and Clarksburg Master Plan objectives; meadow/wildflower areas or other amenity landscaping must be placed outside of buffers.
4. Agreed that forest planting in the Little Seneca Creek is a priority and instructed the applicant to make a good faith effort to find off-site planting areas within the watershed, if necessary, before planting in the portion of the site draining to Little Bennett Creek.
5. Approved the use of closed section roadways for neighborhood streets (pending official MCDPWT waiver) based upon EPD and MCDPS agreement that the higher road runoff can be compensated for by proposed increased storage of stormwater runoff in the water quality facilities (control of 1" of runoff over the impervious surfaces instead of the more typical 1/2").

**APPENDIX FOR PLANNING BOARD ITEM #9
JANUARY 22, 1998 HEARING DATE**

8-98001 CLARKSBURG TOWN CENTER SITE PLAN



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

Date of mailing: March 26, 1996

MONTGOMERY COUNTY PLANNING BOARD
REVISED OPINION

Preliminary Plan No.: #1-95042
Name of Plan: Clarksburg Town Center

Action: Approval, subject to conditions. (Motion by Commissioner Aron; seconded by Commissioner Holmes; with a vote of 5 to 0, Commissioners Aron, Holmes, Hussmann, Baptiste and Richardson voting in favor of the motion).

INTRODUCTION

On September 28, 1995, the Montgomery County Planning Board ("Board") held a public hearing to consider Preliminary Plan 1-95042, an application for subdivision approval in the RMX-2 zone. The proposed uses include residential, retail and commercial development. The Applicants, Piedmont & Clarksburg Associates, proposed to create 834 lots on 267.50 acres of land.

At the hearing, the Board heard testimony and received evidence submitted in the record on the application. Based upon the testimony and evidence presented, the Board finds Preliminary Plan 1-95042 to be in accordance with the purposes and requirements of the Subdivision Regulations (Chapter 50, Montgomery County Code, as amended) and approves Preliminary Plan 1-95042, subject to the conditions listed at the end of this opinion.

BACKGROUND

The property is located northeast of Maryland Route 355 between Clarksburg Road and Stringtown Road (A-260 on the Master Plan). Piedmont Road crosses through the northern portion of the property. The Applicant proposes construction of 1,300 dwelling units, including townhomes, multi-family and single-family residences. The proposal also includes 150,000 square feet of retail space and 100,000 square feet of office/development space.

The underlying development authority, Project Plan No. 9-94004, was approved by the Planning Board on May 11, 1995, after two prior Planning Board meetings (held on April 6 and 20, 1995). The record for Preliminary Plan 1-95042 specifically includes the records from those prior hearings.

FINDINGS for Site Plan Review:

1. The site plan is consistent with the Project Plan approved for this site utilizing the RMX-2 optional method of development. See discussion above.
2. The site plan meets all of the requirements of the zone in which it is located. See Project Data Table above.
3. The locations of the buildings and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe and efficient.

a. Location of Buildings

The 768 homes (75 SFDs, 295 Townhouses and 398 multifamily units) are sited to create the look of an older town, utilizing what we now call neotraditional town planning. The unit locations as described earlier in this report, create a series of blocks which provide a suitable residential setting for each unit type. This layout establishes order and clear orientation for each street and to each address. Additionally, each unit type faces the street and connects to it with a walk for direct, safe and efficient connections. All the parking areas also connect to the streets and units for safe and efficient use. The unit orientation to the street also provides for an attractive view from adjoining roadways and properties, hiding the rear yards from public view.

There is common open space for each building type, either within a neighborhood green or mews. The buildings location at the block edge leave opportunities for a variety of open spaces for public and private use. The provision of many sitting and play areas dispersed throughout the units and public spaces create an abundance of opportunities for public gathering and recreation.

The edge of Historic District would be improved with the creation more open space within the SFD units proposed there.

The MPDU locations conform to the approved guidelines by: providing 12.5% of the proposed units as MPDU's; providing two different types of units, similar to the proposed units in the project; townhouses with only MPDU's are permitted as shown; the Uphill District townhouses and multifamily units are units are sited near recreation areas open space play areas. The outstanding items for the MPDU locations are : the townhouses in the Town Square District must either be relocated next to recreation areas or recreation shall be installed near them; the site plan and record plats must identify all MPDU locations. With these improvements, the MPDU's conform to the Site Plan Guidelines approved by the Planning Board 6/1/95.

b. Open Spaces

There are 70.65 acres of open space provided within the whole Clarksburg Town Center. The open spaces are used for environmental mitigation, for recreation, buffers and tree preservation. Within the developed areas, the open spaces provide for sitting areas, walks and buffers between development.

Discussion of Environmental Findings

Adequacy of Stream Buffers

Stream buffers per the Environmental Guidelines and Priority One forest conservation areas have been protected, with the exception of unavoidable intrusions for grading of the Greenway road, road crossings on Greenway Road and Main Street, stormwater management facilities, and sewer installation. Greenway Road grading will be done only in unforested portions of the stream valley and will be reforested. None of the impervious road surface will be within the buffer. The road crossings will have to conform to the county guidelines for environmentally sensitive road crossings which encourage reduction of the crossing footprint and maintenance of the stream channel. Although the stormwater management facilities require some forest clearing and for the most part cannot be reforested (although some landscaping is possible), they are vital to protection of the stream from the impacts of development and cannot be located outside the buffer without significant impact to the layout and density of the plan. To the extent possible, the sewer easements avoid the most sensitive areas and will be reforested.

In all instances, intrusions into the stream buffers will be minimized and mitigation of impacts will be required. Another danger to streams and stream buffers on this site is the large area and amount of grading that will be done within the development area. As protection, extraordinary and redundant sediment and erosion control measures are being required during construction. To ensure that these measures are adequate, effective, and in good working order, staff is recommending that an independent inspector funded by the applicant be retained by MCDPS to monitor the sediment control devices and deal with potential problems. This approach is being successfully used for another site plan currently under construction in a sensitive watershed, and is consistent with recommendations made in the County's Sediment Control Task Force Report (June 1997).

Adequacy of Stormwater Management

Stormwater management is provided by several on-site water quantity and quality facilities which have been required as part of the review and approval of the SPA Water Quality Plan. Water quality control will be provided by an extensive series of Best Management Practices (BMP's) including; sand filters, bioretention, and clean water recharge areas. These facilities are linked together with the quantity control facilities which consist of a dry pond within the western stream valley and a wet pond located within the development area on the east side of the property. Both ponds are in approximate locations identified by the Clarksburg Environmental & Water Resources Study for shared stormwater management facilities. Although facilities that are in-stream or have permanent pools of water are not usually desirable in temperature sensitive watersheds, it was determined as part of the review of the Preliminary Water Quality Plan that given the development intensity, more effective stormwater controls would be provided by these facilities. The in-stream facility will use the dam created by the Greenway Road crossing which eliminates additional disturbance. The remainder of the valley will be left as it is except for reforestation. The wet pond will be designed with as many features as possible to reduce the temperature of water entering the stream from the pond outfall.

The stormwater management facilities are linked together so that they provide extraordinary and redundant stormwater management controls.

SPA Guidelines

The Board has adopted guidelines for Park and Planning Department review of projects within SPA's. These guidelines focus on expanding wetland buffers, expanding and accelerating forest conservation opportunities, and limiting site imperviousness levels. They have been addressed by the site plan in the following manner:

BUFFERS - Stream buffers have been discussed above. As previously noted, the Board decided expanded wetland buffers would not apply in the town center. The majority of the wetlands, seeps and springs on the property are physically protected within the stream valleys. Measures have been taken to minimize even temporary disturbance of the wetlands, and where unavoidable disturbance will occur (road crossings and sewer installation), 2:1 wetland mitigation will be provided. To reduce the more critical impacts on hydrology for the wetland areas, the plan proposes several stormwater management BMP's designed to encourage infiltration and groundwater recharge.

FORESTATION - The plan will include reforestation of all unforested stream buffer areas using at least whip size planting stock to minimize the time to canopy closure. A 5-year maintenance program will be required to better ensure survival of the forest plantings.

IMPERVIOUSNESS - Imperviousness within the town center far exceeds the level which is desirable in the headwaters area of a sensitive watershed such as Little Seneca Creek. However, given the nature of the land use and site design this cannot be avoided. Attempts have been made by the applicant to minimize impervious surfaces by use of on-street parallel parking and tighter curb radii, but in staff's opinion further reduction is possible. We recommend deletion of the on-street parking from the following locations: 1) the stream valley side of the Greenway Road from Stringtown Road to the intersection with Street "O"; 2) both sides of Street "C" from Stringtown Road to Street "D"; 3) the stream valley side of Street "C" from Street "D" to the bikepath crossing; and 4) on Street "D" west of its intersection with Street "C". In addition, we strongly discourage widening of road surfaces for on street bike lanes and paved shoulders.

Hope for reducing the impact of the excessive impervious surfaces on this watershed lies in providing extraordinary stormwater management facilities and BMP's for all runoff from these surfaces. Due to the amount and configuration of density proposed for this site, space for and capacity within these facilities is very limited. Given the proposed edge of the developed area, this situation cannot be remedied without sacrificing more of the environmentally sensitive stream buffer area. Reducing the amount of proposed imperviousness, where possible, and avoiding addition of more imperviousness are the best ways to ensure that the proposed facilities will be adequate and effective.

Final Water Quality Plan

The Final Water Quality Plan for the town center addresses the Performance Goals established during pre-application review, outlines the strategies that will be employed to meet these goals, and includes a detailed plan for water quality monitoring of the streams before, during and after construction. The following is a brief summary of the performance goals and strategies:

GOAL: Protect the stream/aquatic habitat - restore habitat which promotes natural recovery toward a Use IV stream habitat.

STRATEGY: *Address the three components of aquatic habitat. Chemical component - Water quality BMP'S; Physical component - reforestation of stream buffer, stream valley improvements, stringent erosion and sediment controls, stormwater management controls, conversion of agricultural fields; Temperature - retention/replanting of forest within stream valleys, BMPs including sand filters, bioretention, clean water recharge and cool water infiltration and recharge.*

GOAL: Maintain natural on-site stream channels: through effective upland site planning, stormwater controls, and sediment and erosion control, protect stream habitat features vulnerable to anticipated development impacts.

STRATEGY: *Redundant sediment control, water quality BMPs, stormwater management quantity controls, reforestation along stream channels, stream channel improvements, protection of existing stream valley forest and wetlands.*

GOAL: Minimize stormflow runoff increases - Through stormwater management, decrease duration and frequency of bankfull discharge to preconstruction levels.

STRATEGY: *Control first 1" of runoff from proposed impervious surfaces to mimic existing conditions during a two year storm.*

GOAL: To identify and protect stream banks prone to erosion and slumping - Identify the most erosion prone stream bank areas and stabilize them with a combination of structural and bioengineered solutions to anticipate the altered flow regime resulting from development.

STRATEGY: *Stream valley improvement*

GOAL: To minimize increases to ambient water temperature - minimize increases to 3.5 percent of existing baseflow conditions.

STRATEGY: *Water quality BMPs which infiltrate stormwater runoff and mix it with cooler groundwater, shading of stream valley through retention/planting of forest.*

GOAL: To minimize sediment loading - minimize sediment loading and reduce stream embeddedness by 80 percent.

STRATEGY: *Reforesting stream buffer, stream stabilization, stringent erosion and sediment control, stormwater management controls, conversion of agricultural fields.*

GOAL: Maintain stream baseflow - Limit the post-development reduction of base flow in streams to 0 percent.

STRATEGY: *Partial (80%) maintenance through infiltration BMPs.*

GOAL: Protect springs, seeps, and wetlands - Protect natural recharge areas of perennial seeps and springs that provide cold water to streams where feasible.

STRATEGY: *Minimize disturbance, infiltration BMPs, stream valley open spaces.*

Environmental Planning Division staff concur with MCDPS that the proposed Final Water Quality Plan meets the SPA requirements for the development and grading areas within the site and for a portion of the perimeter arterial roads (see MCDPS memo). We recommend conditional approval of the plan.

Arterial Road Open Section Roadway Waivers are required to approved closed section roadways within a Special Protection Area.

Environmental Planning Division staff support use of closed section improvements to Stringtown Road from MD Route 355 to the Greenway Road, and for Clarksburg Road from MD Route 355 to the Greenway Road. It has been determined that additional stormwater management controls can be provided to compensate for the loss of open swales for these roads and water quality will be protected. Stringtown Road from the Greenway Road to Midcounty Arterial should be a modified open-section road. Midcounty Arterial will be reviewed as part of future site plans.

Noise Mitigation

Significant noise impacts affecting the outdoor area of Lot 1, Block K and Lots 1, 6, 7, 10 and 11, Block J have been mitigated to the extent feasible by small, densely landscaped berms to provide at least visual screening of the noise source. The same visual screening is provided for Lots 23 and 33, Block K and Lot 51, Block L through use of fencing around the perimeter of the rear yards. Interior noise levels within all of these units will be addressed by appropriate building design and construction.

c. Landscaping and Lighting

The landscaping plan is richly developed to provide for a variety of functions: buffering and screening; to provide shade for parking lots, streets, sitting and play areas to stabilize stream valleys; to create entry features; to articulate the Town Square and preserve existing wooded areas. The bike path along Greenway Road will be accentuated by groves of trees which allow for intermittent views of the stream valley. The Forest Conservation Plan and the stream valley buffer planting will create a forested stream valley over time with water quality benefits. The Landscaping Plan also provides for SWM facility plantings to assist in water retention and to provide for an attractive setting for utilitarian functions. The plant selections proposed by the applicant are suited to the environment and their intended purpose.

Staff recommends that further review be required to: provide additional planting within the SWM facilities; to determine the appropriate ground cover for the steep slopes; to assure that evergreen plantings be added to Stringtown Road to assist with perceptual noise mitigation; and for the Town Square, a planting that will add some presence to the space until a civic use is found to occupy the space. For those areas where tighter tree spacing is proposed within the public right-of-way, the HOA will be required to maintain those trees.

d. Recreation

Recreation demand is satisfied as shown in the recreation calculations table above.

The recreation proposal has located a variety of play areas throughout the project. In order to provide play areas within convenient access to all the units within each block, the typical play area has, in some cases, been dispersed to provide a single swing or sandbox and bench tucked within an open space, rather than require a large totlot structure for every location. Play equipment and path connections have been added to the existing Kings Park to accommodate the increased usage by this development.

The MPDU townhouses within the Town Square neighborhood need to have additional recreation added next to them.

e. Vehicular and Pedestrian Circulation

The vehicular and pedestrian circulation systems are merged for the neighborhood and Town Square areas. Both the streets and the sidewalks that adjoin them on both sides create a modified grid system for circulation - modified to meet existing conditions and topography.

The internal streets are designed (with some waivers) to allow pedestrian friendly features ie, reduced curb radii, raised crosswalks and intersections, parallel parking which create a safe, clearly defined environment for both vehicles and pedestrians. The multiple intersections and block pattern create efficient and safe access to each unit or parking lot and assists movement throughout the neighborhood.

Internally, Greenway Road provides a recreational trail that is off road to separate the bicyclist from the motorists. The connections across Main Street are defined by crosswalks and a raised intersection to provide safe pedestrian and bicyclist crossings. Beyond the site to the north, the Greenway bike trail will cross Clarksburg Road and connect to the park to the north. South of the site it will connect efficiently and safely to bike trails planned with roadway improvements. Main Street will be a designated route for a Class III or on road bike path. Staff recommends that the applicant post it with a sign to highlight the presence of bicyclists.

Other internal street features are for private streets to allow on street parking aligned to units, staff supports this waiver of standards. Until the Main Street connection is made there needs to be a turn

FINDINGS for Site Plan Review:

1. The site plan is consistent with the Project Plan approved for this site utilizing the RMX-2 optional method of development. See discussion above.
2. The site plan meets all of the requirements of the zone in which it is located. See Project Data Table above.
3. The locations of the buildings and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe and efficient.

a. Location of Buildings

The 768 homes (75 SFDs, 295 Townhouses and 398 multifamily units) are sited to create the look of an older town, utilizing what we now call neotraditional town planning. The unit locations as described earlier in this report, create a series of blocks which provide a suitable residential setting for each unit type. This layout establishes order and clear orientation for each street and to each address. Additionally, each unit type faces the street and connects to it with a walk for direct, safe and efficient connections. All the parking areas also connect to the streets and units for safe and efficient use. The unit orientation to the street also provides for an attractive view from adjoining roadways and properties, hiding the rear yards from public view.

There is common open space for each building type, either within a neighborhood green or mews. The buildings location at the block edge leave opportunities for a variety of open spaces for public and private use. The provision of many sitting and play areas dispersed throughout the units and public spaces create an abundance of opportunities for public gathering and recreation.

The edge of Historic District would be improved with the creation more open space within the SFD units proposed there.

The MPDU locations conform to the approved guidelines by: providing 12.5% of the proposed units as MPDU's; providing two different types of units, similar to the proposed units in the project; townhouses with only MPDU's are permitted as shown; the Uphill District townhouses and multifamily units are units are sited near recreation areas open space play areas. The outstanding items for the MPDU locations are : the townhouses in the Town Square District must either be relocated next to recreation areas or recreation shall be installed near them; the site plan and record plats must identify all MPDU locations. With these improvements, the MPDU's conform to the Site Plan Guidelines approved by the Planning Board 6/1/95.

b. Open Spaces

There are 70.65 acres of open space provided within the whole Clarksburg Town Center. The open spaces are used for environmental mitigation, for recreation, buffers and tree preservation. Within the developed areas, the open spaces provide for sitting areas, walks and buffers between development.

Discussion of Environmental Findings

Adequacy of Stream Buffers

Stream buffers per the Environmental Guidelines and Priority One forest conservation areas have been protected, with the exception of unavoidable intrusions for grading of the Greenway road, road crossings on Greenway Road and Main Street, stormwater management facilities, and sewer installation. Greenway Road grading will be done only in unforested portions of the stream valley and will be reforested. None of the impervious road surface will be within the buffer. The road crossings will have to conform to the county guidelines for environmentally sensitive road crossings which encourage reduction of the crossing footprint and maintenance of the stream channel. Although the stormwater management facilities require some forest clearing and for the most part cannot be reforested (although some landscaping is possible), they are vital to protection of the stream from the impacts of development and cannot be located outside the buffer without significant impact to the layout and density of the plan. To the extent possible, the sewer easements avoid the most sensitive areas and will be reforested.

In all instances, intrusions into the stream buffers will be minimized and mitigation of impacts will be required. Another danger to streams and stream buffers on this site is the large area and amount of grading that will be done within the development area. As protection, extraordinary and redundant sediment and erosion control measures are being required during construction. To ensure that these measures are adequate, effective, and in good working order, staff is recommending that an independent inspector funded by the applicant be retained by MCDPS to monitor the sediment control devices and deal with potential problems. This approach is being successfully used for another site plan currently under construction in a sensitive watershed, and is consistent with recommendations made in the County's Sediment Control Task Force Report (June 1997).

Adequacy of Stormwater Management

Stormwater management is provided by several on-site water quantity and quality facilities which have been required as part of the review and approval of the SPA Water Quality Plan. Water quality control will be provided by an extensive series of Best Management Practices (BMP's) including; sand filters, bioretention, and clean water recharge areas. These facilities are linked together with the quantity control facilities which consist of a dry pond within the western stream valley and a wet pond located within the development area on the east side of the property. Both ponds are in approximate locations identified by the Clarksburg Environmental & Water Resources Study for shared stormwater management facilities. Although facilities that are in-stream or have permanent pools of water are not usually desirable in temperature sensitive watersheds, it was determined as part of the review of the Preliminary Water Quality Plan that given the development intensity, more effective stormwater controls would be provided by these facilities. The in-stream facility will use the dam created by the Greenway Road crossing which eliminates additional disturbance. The remainder of the valley will be left as it is except for reforestation. The wet pond will be designed with as many features as possible to reduce the temperature of water entering the stream from the pond outfall.

The stormwater management facilities are linked together so that they provide extraordinary and redundant stormwater management controls.

SPA Guidelines

The Board has adopted guidelines for Park and Planning Department review of projects within SPA's. These guidelines focus on expanding wetland buffers, expanding and accelerating forest conservation opportunities, and limiting site imperviousness levels. They have been addressed by the site plan in the following manner:

BUFFERS - Stream buffers have been discussed above. As previously noted, the Board decided expanded wetland buffers would not apply in the town center. The majority of the wetlands, seeps and springs on the property are physically protected within the stream valleys. Measures have been taken to minimize even temporary disturbance of the wetlands, and where unavoidable disturbance will occur (road crossings and sewer installation), 2:1 wetland mitigation will be provided. To reduce the more critical impacts on hydrology for the wetland areas, the plan proposes several stormwater management BMP's designed to encourage infiltration and groundwater recharge.

FORESTATION - The plan will include reforestation of all unforested stream buffer areas using at least whip size planting stock to minimize the time to canopy closure. A 5-year maintenance program will be required to better ensure survival of the forest plantings.

IMPERVIOUSNESS - Imperviousness within the town center far exceeds the level which is desirable in the headwaters area of a sensitive watershed such as Little Seneca Creek. However, given the nature of the land use and site design this cannot be avoided. Attempts have been made by the applicant to minimize impervious surfaces by use of on-street parallel parking and tighter curb radii, but in staff's opinion further reduction is possible. We recommend deletion of the on-street parking from the following locations: 1) the stream valley side of the Greenway Road from Stringtown Road to the intersection with Street "O"; 2) both sides of Street "C" from Stringtown Road to Street "D"; 3) the stream valley side of Street "C" from Street "D" to the bikepath crossing; and 4) on Street "D" west of its intersection with Street "C". In addition, we strongly discourage widening of road surfaces for on street bike lanes and paved shoulders.

Hope for reducing the impact of the excessive impervious surfaces on this watershed lies in providing extraordinary stormwater management facilities and BMP's for all runoff from these surfaces. Due to the amount and configuration of density proposed for this site, space for and capacity within these facilities is very limited. Given the proposed edge of the developed area, this situation cannot be remedied without sacrificing more of the environmentally sensitive stream buffer area. Reducing the amount of proposed imperviousness, where possible, and avoiding addition of more imperviousness are the best ways to ensure that the proposed facilities will be adequate and effective.

Final Water Quality Plan

The Final Water Quality Plan for the town center addresses the Performance Goals established during pre-application review, outlines the strategies that will be employed to meet these goals, and includes a detailed plan for water quality monitoring of the streams before, during and after construction. The following is a brief summary of the performance goals and strategies:

GOAL: Protect the stream/aquatic habitat - restore habitat which promotes natural recovery toward a Use IV stream habitat.

STRATEGY: *Address the three components of aquatic habitat. Chemical component - Water quality BMP'S; Physical component - reforestation of stream buffer, stream valley improvements, stringent erosion and sediment controls, stormwater management controls, conversion of agricultural fields; Temperature - retention/replanting of forest within stream valleys, BMPs including sand filters, bioretention, clean water recharge and cool water infiltration and recharge.*

GOAL: Maintain natural on-site stream channels: through effective upland site planning, stormwater controls, and sediment and erosion control, protect stream habitat features vulnerable to anticipated development impacts.

STRATEGY: *Redundant sediment control, water quality BMPs, stormwater management quantity controls, reforestation along stream channels, stream channel improvements, protection of existing stream valley forest and wetlands.*

GOAL: Minimize stormflow runoff increases - Through stormwater management, decrease duration and frequency of bankfull discharge to preconstruction levels.

STRATEGY: *Control first 1" of runoff from proposed impervious surfaces to mimic existing conditions during a two year storm.*

GOAL: To identify and protect stream banks prone to erosion and slumping - Identify the most erosion prone stream bank areas and stabilize them with a combination of structural and bioengineered solutions to anticipate the altered flow regime resulting from development.

STRATEGY: *Stream valley improvement*

GOAL: To minimize increases to ambient water temperature - minimize increases to 3.5 percent of existing baseflow conditions.

STRATEGY: *Water quality BMPs which infiltrate stormwater runoff and mix it with cooler groundwater, shading of stream valley through retention/planting of forest.*

GOAL: To minimize sediment loading - minimize sediment loading and reduce stream embeddedness by 80 percent.

STRATEGY: *Reforesting stream buffer, stream stabilization, stringent erosion and sediment control, stormwater management controls, conversion of agricultural fields.*

GOAL: Maintain stream baseflow - Limit the post-development reduction of base flow in streams to 0 percent.

STRATEGY: *Partial (80%) maintenance through infiltration BMPs.*

GOAL: Protect springs, seeps, and wetlands - Protect natural recharge areas of perennial seeps and springs that provide cold water to streams where feasible.

STRATEGY: *Minimize disturbance, infiltration BMPs, stream valley open spaces.*

Environmental Planning Division staff concur with MCDPS that the proposed Final Water Quality Plan meets the SPA requirements for the development and grading areas within the site and for a portion of the perimeter arterial roads (see MCDPS memo). We recommend conditional approval of the plan.

Arterial Road Open Section Roadway Waivers are required to approved closed section roadways within a Special Protection Area.

Environmental Planning Division staff support use of closed section improvements to Stringtown Road from MD Route 355 to the Greenway Road, and for Clarksburg Road from MD Route 355 to the Greenway Road. It has been determined that additional stormwater management controls can be provided to compensate for the loss of open swales for these roads and water quality will be protected. Stringtown Road from the Greenway Road to Midcounty Arterial should be a modified open-section road. Midcounty Arterial will be reviewed as part of future site plans.

Noise Mitigation

Significant noise impacts affecting the outdoor area of Lot 1, Block K and Lots 1, 6, 7, 10 and 11, Block J have been mitigated to the extent feasible by small, densely landscaped berms to provide at least visual screening of the noise source. The same visual screening is provided for Lots 23 and 33, Block K and Lot 51, Block L through use of fencing around the perimeter of the rear yards. Interior noise levels within all of these units will be addressed by appropriate building design and construction.

c. Landscaping and Lighting

The landscaping plan is richly developed to provide for a variety of functions: buffering and screening; to provide shade for parking lots, streets, sitting and play areas to stabilize stream valleys; to create entry features; to articulate the Town Square and preserve existing wooded areas. The bike path along Greenway Road will be accentuated by groves of trees which allow for intermittent views of the stream valley. The Forest Conservation Plan and the stream valley buffer planting will create a forested stream valley over time with water quality benefits. The Landscaping Plan also provides for SWM facility plantings to assist in water retention and to provide for an attractive setting for utilitarian functions. The plant selections proposed by the applicant are suited to the environment and their intended purpose.

Staff recommends that further review be required to: provide additional planting within the SWM facilities; to determine the appropriate ground cover for the steep slopes; to assure that evergreen plantings be added to Stringtown Road to assist with perceptual noise mitigation; and for the Town Square, a planting that will add some presence to the space until a civic use is found to occupy the space. For those areas where tighter tree spacing is proposed within the public right-of-way, the HOA will be required to maintain those trees.

d. Recreation

Recreation demand is satisfied as shown in the recreation calculations table above.

The recreation proposal has located a variety of play areas throughout the project. In order to provide play areas within convenient access to all the units within each block, the typical play area has, in some cases, been dispersed to provide a single swing or sandbox and bench tucked within an open space, rather than require a large totlot structure for every location. Play equipment and path connections have been added to the existing Kings Park to accommodate the increased usage by this development.

The MPDU townhouses within the Town Square neighborhood need to have additional recreation added next to them.

e. Vehicular and Pedestrian Circulation

The vehicular and pedestrian circulation systems are merged for the neighborhood and Town Square areas. Both the streets and the sidewalks that adjoin them on both sides create a modified grid system for circulation - modified to meet existing conditions and topography.

The internal streets are designed (with some waivers) to allow pedestrian friendly features ie, reduced curb radii, raised crosswalks and intersections, parallel parking which create a safe, clearly defined environment for both vehicles and pedestrians. The multiple intersections and block pattern create efficient and safe access to each unit or parking lot and assists movement throughout the neighborhood.

Internally, Greenway Road provides a recreational trail that is off road to separate the bicyclist from the motorists. The connections across Main Street are defined by crosswalks and a raised intersection to provide safe pedestrian and bicyclist crossings. Beyond the site to the north, the Greenway bike trail will cross Clarksburg Road and connect to the park to the north. South of the site it will connect efficiently and safely to bike trails planned with roadway improvements. Main Street will be a designated route for a Class III or on road bike path. Staff recommends that the applicant post it with a sign to highlight the presence of bicyclists.

Other internal street features are for private streets to allow on street parking aligned to units, staff supports this waiver of standards. Until the Main Street connection is made there needs to be a turn

around at its terminus.

The external arterial streets and their access points are in accordance with the approved Preliminary Plan. The arterial streets include Class I bike paths, per the Master Plan. They are placed along the side of the property to efficiently provide the population of Clarksburg Town Center a continuous loop around the entire project and to make a link to the transit station and regional bike paths beyond.

The pedestrian system for the project is continuous, efficient and safe. Sidewalks are in place on every street, providing complete pedestrian access through the developed areas. Each block has a path through it for efficient movement through the entire area. The path system within the open spaces connects to the sidewalks for a continuous and efficient movement. Staff recommends that one sidewalk be deleted due to lack of use and the need to reduce paving in the SPA - the sidewalk along the north side of the Mid-County Arterial.

4. Each structure and use is compatible with other uses and other site plans and with existing and proposed adjacent development.

The Clarksburg Town Center will be ultimately be perceived as an extension of the land use patterns established within the existing town of Clarksburg. The proposed siting of SFD units next to the boundary of the homes within the Historic District will establish a continuity of unit type, mass and layout from existing to new development. The removal of one proposed SFD home along the will improve the compatibility between the projects. The topography that slopes away from Stringtown Road and Mid County Arterial and the heavily planted buffer allow for the development to be sited with the least intrusion to the rural land to the east of the property.

The preservation of and the provision of a wooded buffer between the Historic District, the church, Clarksburg Road and the proposed site plan will allow for development to occur with a retention of the existing character of the area and minimized environmental disturbance.

The activity associated with the proposed residential and recreational uses will not cause any negative effect on the existing town.

5. The site plan meets all applicable requirements of Chapter 22A regarding forest conservation.

The site plan meets all applicable requirements of Chapter 22A regarding forest conservation. Forest Conservation requirements for this phase of the development have been met by the preservation of approximately 16 acres of existing forest, with additional planting of approximately 8 acres.

Most of the forest retention and planting areas are within stream valleys that will be dedicated as park land. A Category I Conservation easement will be placed over the forest conservation and buffer areas outside of park dedication as shown on the Forest Conservation Plan. See approval memo of January 15, 1998 in the Appendix.

CONCLUSION

The review team for the Clarksburg Town Center # 8-98001 includes the following:

Charlie Loehr, Chief, Development Review

Wynn E. Witthans, Development Review

Ron Welke, Transportation Planning

Cathy Conlon, Environmental Planning

Gwen Wright, Historic Preservation

Karen Kumm, Lyn Coleman, Community Based Planning

Tanya Schmieler, Park Planning

Joe Davis, Development Review

also: Larry Ponsford, Micheal Ma, Brooke Farquhar, Beverly Breen, Ki Kim, John Carter

Sara Navid, MCDPS

Greg Leck, MCDPW&T

Richard Gee, MCDPS

Rick Brush, MCDPS

Greg Cook, MDSHA

Janice Turpin, MCPS

APPENDIX

- a. Standard conditions dated January 16, 1998.
- b. Correspondence referenced in report

NOTE: A transcript of the Project Plan and copy of the minutes of the Preliminary Plan hearing been placed in the Planning Board office for the Board's review.

g:\spstaff\8-98001

APPENDIX A:

STANDARD CONDITIONS OF APPROVAL DATED 1/16/98:

1. Submit a Site Plan Enforcement Agreement, Development Program, and Homeowners Association Documents for review and approval prior to approval of the signature set as follows and as stated above in other conditions:
 - a. Development Program to include a phasing schedule as follows:
 - 1) Street tree planting must progress as street construction is completed, but no later than six months after completion of the units adjacent to those streets.
 - 2) Community-wide pedestrian pathways and recreation facilities must be completed prior to seventy percent occupancy of each phase of the development.
 - 3) Landscaping associated with each parking lot and building shall be completed as construction of each facility is completed.
 - 4) Pedestrian pathways and seating areas associated with each facility shall be completed as construction of each facility is completed.
 - 5) Clearing and grading to correspond to the construction phasing, to minimize soil erosion;
 - 6) Coordination of each section of the development and roads;
 - 7) Phasing of dedications, stormwater management, sediment/erosion control, recreation, forestation, community paths, trip mitigation or other features.
 - 8) Phasing of site clearing and grading to minimize soil erosion;
 - 9) Phasing of stormwater management and forest construction.
2. Signature set of site, landscape/lighting, forest conservation and sediment and erosion control plans to include, in addition to other requirements, for staff review prior to approval by MCDPS:
 - a. Undisturbed stream buffers at least 120 to 150 feet wide as shown on the site plan;
 - b. Limit of disturbance;
 - c. Methods and location of tree protection;
 - d. Forest Conservation areas;
 - e. Relocation of stormwater facility outfalls from pond away from forest preservation or other environmentally sensitive areas;
 - f. Conditions of MCDPS Water Quality/Stormwater Management Concept approval letter dated January 15, 1998;
 - g. Note stating the M-NCPPC staff must inspect tree-save areas and protection devices prior to clearing and grading;
 - h. The development program inspection schedule.
 - i. Category I conservation easement and park dedication boundary
 - j. Street trees along all public and private streets inclusive of the arterial streets surrounding the project;
 - l. Centralized, screened trash areas for all multi-family and one-family attached units

except townhouses

- m. Details for and location of noise fencing to attenuate current noise levels to no more than 45 dBA Ldn for the outdoor back yard area of homes at Stringtown Road and Midcounty Arterial.
 - n. certification from a professional acoustical engineer that the building shell will attenuate current noise levels to an interior level not to exceed 45 dBA Ldn.
 - o. location of outfalls away from tree preservation areas;
 - p. environmental setting protecting the historic resource or site.
3. Forest Conservation Plan shall satisfy all conditions of approval prior to recording of plat and MCDEP issuance of sediment and erosion control permit.
4. No clearing or grading prior to Planning Department approval of signature set of plans.

APPENDIX: Previous Planning Board Environmental Decisions

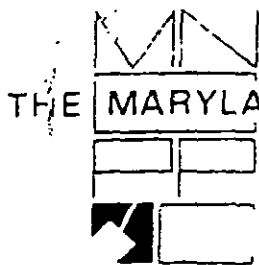
The proposed site plan includes 768 of the approximately 1300 units anticipated for the town center site with associated infrastructure. It also includes grading for the future commercial/off ice/retail portion of the site. The plan results in complete development or grading of the west side of the site and development of approximately one third of the east side.

As part of project and preliminary plan review, the Board made the following decisions:

1. Agreed to stream buffer encroachment for the grading of the greenway road (no clearing of forest, no imperviousness in the buffer, complete reforestation) and two associated stormwater management facilities (minimize disturbance and re-vegetate) due to the effect the alternative would have on site design and density.
2. Established that Clarksburg Town Center must comply with Special Protection Area (SPA) Water Quality Review requirements except that the revised SPA wetland buffers (*Guidelines for Environmental Management of Development in Montgomery County*, February 1997 edition) would not apply.
3. Agreed that stream buffers must be forested wherever possible to meet county Forest Conservation Law requirements and Clarksburg Master Plan objectives; meadow/wildflower areas or other amenity landscaping must be placed outside of buffers.
4. Agreed that forest planting in the Little Seneca Creek is a priority and instructed the applicant to make a good faith effort to find off-site planting areas within the watershed, if necessary, before planting in the portion of the site draining to Little Bennett Creek.
5. Approved the use of closed section roadways for neighborhood streets (pending official MCDPWT waiver) based upon EPD and MCDPS agreement that the higher road runoff can be compensated for by proposed increased storage of stormwater runoff in the water quality facilities (control of 1" of runoff over the impervious surfaces instead of the more typical 1/2").

**APPENDIX FOR PLANNING BOARD ITEM #9
JANUARY 22, 1998 HEARING DATE**

8-98001 CLARKSBURG TOWN CENTER SITE PLAN



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

Date of mailing: March 26, 1996

MONTGOMERY COUNTY PLANNING BOARD
REVISED OPINION

Preliminary Plan No.: #1-95042
Name of Plan: Clarksburg Town Center

Action: Approval, subject to conditions. (Motion by Commissioner Aron; seconded by Commissioner Holmes; with a vote of 5 to 0, Commissioners Aron, Holmes, Hussmann, Baptiste and Richardson voting in favor of the motion).

INTRODUCTION

On September 28, 1995, the Montgomery County Planning Board ("Board") held a public hearing to consider Preliminary Plan 1-95042, an application for subdivision approval in the RMX-2 zone. The proposed uses include residential, retail and commercial development. The Applicants, Piedmont & Clarksburg Associates, proposed to create 834 lots on 267.50 acres of land.

At the hearing, the Board heard testimony and received evidence submitted in the record on the application. Based upon the testimony and evidence presented, the Board finds Preliminary Plan 1-95042 to be in accordance with the purposes and requirements of the Subdivision Regulations (Chapter 50, Montgomery County Code, as amended) and approves Preliminary Plan 1-95042, subject to the conditions listed at the end of this opinion.

BACKGROUND

The property is located northeast of Maryland Route 355 between Clarksburg Road and Stringtown Road (A-260 on the Master Plan). Piedmont Road crosses through the northern portion of the property. The Applicant proposes construction of 1,300 dwelling units, including townhomes, multi-family and single-family residences. The proposal also includes 150,000 square feet of retail space and 100,000 square feet of office/development space.

The underlying development authority, Project Plan No. 9-94004, was approved by the Planning Board on May 11, 1995, after two prior Planning Board meetings (held on April 6 and 20, 1995). The record for Preliminary Plan 1-95042 specifically includes the records from those prior hearings.

DISCUSSION AND FINDINGS

The Planning Department staff evaluated the transportation effects of the subject application as required by the Subdivision Regulations and as recommended in the Master Plan. First, the Board must determine that public facilities, including roads, will be adequate to support and service the area of the proposed subdivision. Staff evaluated the impact of the proposed development on nearby roads and intersections in accordance with the Local Area Transportation Review Guidelines. Necessary local area transportation review improvements for this project are identified in condition #2 for Project Plan No. 9-94004.

The second level of transportation review was based on the Master Plan recommendation that development districts, or alternative financing mechanisms, be implemented prior to new development, to ensure that road infrastructure be provided to support recommended Master Plan development. The Clarksburg Master Plan specifically addressed the County's fiscal concerns that the timing and sequence of development in the area should be responsive to the fact that capital improvements funding required to support new growth will have to come from a variety of sources, including government sources and private development. As part of the Project Plan discussion, the Board requested staff to conduct an analysis of the Master Plan road network, determine the amount of road infrastructure required, evaluate how the roads would be built, and recommend when they should be built.

The Master Plan anticipated a funding shortfall for the construction of schools, local roads and other community facilities recommended in the Master Plan to serve the expected new growth. In response to this, the Master Plan recommended that development in Clarksburg should occur in stages conditioned upon the ability of private developers to fund a significant portion of the infrastructure improvements or the availability of other new sources of revenues. The Planning Board expressed a desire to address the Master Plan's stated need to comprehensively allocate among developers a responsibility to construct portions of road infrastructure in a fair and equitable manner.

To ensure that the Applicant fund its share of road infrastructure, as best can be determined at this time, staff recommended that the Applicant improve Stringtown Road (A-260), to County standards as a two lane road within the Master Plan Alignment, No. 2. as of August 25, 1995. Staff's assessment was based on the 1993 Fiscal Impact Analysis prepared by the Montgomery County Office of Planning Implementation (OPI), as part of the Clarksburg Master Plan review. The OPI study projected a funding gap of approximately \$89 million for required infrastructure. The Study also projected approximately \$37 million in revenues to be generated by the Construction Excise Tax (CET). Since the CET has been repealed, this loss of

anticipated revenue must be added to the capital gap, with a total estimated funding gap of approximately \$126 million. Staff thus estimated the Applicant's share of this infrastructure to be approximately 10 percent, or \$12.5 million, with no County or State input. The Planning Board concluded that the Stringtown Road improvement, which will be the responsibility of the applicant, represents the current best estimate of the Town Center's share of the Master Plan road infrastructure (as more particularly identified in revised traffic staff memo of 09/26/95.)

Staff noted that if the Council adopts an impact tax or other alternative road infrastructure funding mechanism, then the Applicant's contribution (in the form of improvements to Stringtown Road) will be assessed and, if found lacking, will be augmented by additional tax requirements. The Board determined that the infrastructure schemes proposed by the Master Plan are legislative in nature, will be implemented by the Council, and may or may not grandfather development predating any such legislation. The Board concluded that to anticipate the Council's actions would be presumptive, and premature.

MCDOT has requested that the hiker/biker trail shown in the Clarksburg Master Plan along Stringtown Road (A-260) be constructed along P-5 from Frederick Road (MD 355) to Piedmont Road (A-305), in lieu of the Master Plan Alignment. The developer has agreed to construct the hiker/biker trail along P-5.

Applicant also will be required to dedicate approximately 8 acres of land for a future school site, to be used in the interim as public parkland. At the time the school is developed, if ever, the parkland adjoining the school site will be jointly used as school athletic facilities and public parkland under an easement agreement between The Maryland-National Capital Park and Planning Commission and Montgomery County Public Schools (MCPS). MCPS staff asked that the entire future school site (10-12 acres) be dedicated to MCPS at this time. Under normal circumstances this would be the usual procedure. In this instance, however, staff recommended and the Board agreed that within the Clarksburg Town Center, a planned park/school site provides a more efficient use of land than separate facilities. In addition, if the land ultimately is not needed as a school site, then the land should be retained as public parkland. The Board determined that this joint use, with the recreational facilities remaining under The Maryland-National Capital Park and Planning Commission ownership, would afford the most efficient public use of the land.

Therefore, with all of the evidence heard and all testimony taken, The Planning Board, approved the plan, including (1) waiver of the distance between intersections requirements as contained in Section 50-26 of the Subdivision Regulations and (2) approval of closed street sections subject to MCDOT approval. The approval is subject to the following conditions:

1. Agreement with Planning Board to limit development to a maximum of 1300 dwelling units, 150,000 square feet of retail uses and 100,000 square feet of commercial office uses, subject to the following requirements:
 - (a) Agreement with the Planning Board to provide the necessary roadway improvements as identified in the phasing section of the revised Transportation Planning Division Memorandum dated 09/26/95.
 - (b) The recordation of the subdivision plats for the Clarksburg Town Center project shall be phased over a nine year period. Plats may be recorded in three separate phases with each phase being completed within a thirty-six month period. Applicant to record plats for at least 200 residential units during Phase 1. Applicant must submit a plat recordation schedule for Phases 2 and 3 for Planning Board approval as part of the Phase 1 site plan review.
2. Compliance with Environmental Planning Division approval regarding the requirements of the forest conservation legislation. Applicant must meet all conditions prior to recording of plat or MCDEP issuance of sediment and erosion control permit, as appropriate.
3. The commercial area's stormwater management forebay, sand filter #6 and associated grading that cannot be forested must be located outside of the required stream buffer. The SWM facilities should be designed to promote aesthetics and effectiveness.
4. Agricultural areas within the environmental buffer will be taken out of production and stabilized with a suitable grass cover no later than Spring, 1996.
5. Dedication of the following roads as shown on plan must be provided as follows:
 - (a) Clarksburg Road (MD RT.121) for ultimate 80' right-of-way.
 - (b) Piedmont Road (Master Plan A-305) for ultimate 80' right-of-way.
 - (c) Stringtown Road (Master Plan A-260) for ultimate 120' right-of-way.
6. Dedication of the proposed park/school, as shown on the Applicant's revised preliminary plan drawing, is to be made to M-NCPPC. In order to facilitate the implementation of the combined park/school facilities, the following provisions apply:

- (a) M-NCPPC and the Applicant will enter into an agreement specifying that an exchange of land, identified as areas "B1" and "B2" on the park/school concept drawing set out on Circle Page 49 of the staff report, will occur prior to the execution of the Site Plan Enforcement Agreement.
 - (b) Dedication of the approximately 8 acre area, identified as area "A" on the same park/school concept drawing identified above, will occur either at the time of recordation of the plats for the adjacent phase of the project or at such time as funds for construction of the future elementary school are added to the County CIP, whichever occurs first.
 - (c) The Applicant will provide site grading, infield preparation and seeding of the replacement athletic fields on the approximately 8 acres of dedicated land at a time which insures that there will be no disruption in the continued use of the existing athletic fields prior to completion of the replacement athletic fields.
 - (i) In the event that dedication occurs when funds for the proposed school are shown in the CIP, Applicant will complete work on the replacement fields prior to the construction of the proposed school.
 - (ii) In the event that dedication occurs prior to funding for the school being shown in the CIP, then upon construction of Street "F", as shown on the revised preliminary plan, Applicant will commence work on replacement of the baseball field. In addition, if at site plan it is determined that there is sufficient earth material on site to construct both replacement fields, then Applicant will also rough grade and seed the replacement soccer field when construction of Street "F" begins. Area tabulations for the proposed park/school complexes to be submitted for technical staff review at site plan. Final grading plan for the park/school site to be submitted for technical staff approval as part of the site plan application.
7. In accordance with Condition #6 above, Applicant to enter into an agreement with the Planning Board to provide for site grading, infield preparation and seeding of the replacement athletic fields in accordance with Parks Department specifications, as shown on the preliminary plan drawing, and as specified in the Department of Parks' Memorandum dated September 22, 1995. The construction of

(c) After the 400th building permit, the developer has two options:

- 1) Construction of A-260 from MD 355 to the southern access road of the commercial site (commercial access road between A-260 and P-5) and construction of P-5 across the stream valley into the residential area north of stream valley.
- 2) Construction of A-260 from MD 355 to the northern access road of the residential development and construction of a northbound right-turn lane along MD 355 at A-260 should be included in this phase.

(d) After the 800th building permit, the developer must start construction of remaining section of A-260 to A-305, and intersection improvements at MD 355 and MD 121 to construct eastbound & westbound left-turn lanes along MD 121.

(e) Construction of A-305 from A-260 to MD 121 must begin when the developer starts building any of the residential units on blocks 11, 12, 13, and the northern half of block 10.

17. This preliminary plan will remain valid until March 26, 2005. (9 years and 1 month from the date of mailing which is February 26, 1996). The recordation of plats shall occur in accordance with the phasing identified in Condition 1(b) of this opinion, and as further stipulated in the Planning Board's approval of the phase 1 site plan review. Prior to the expiration of the validity period for each phase, a final record plat for all property delineated in a particular phase must be recorded or a request for an extension must be filed. The first phase of the preliminary plan must be recorded by March 26, 1999 or a request for an extension must be filed.

the replacement athletic fields must occur as specified in Condition #6.

8. Record plats to reflect delineation of conservation easements over the areas of the 100 year floodplain, stream valley buffer, wetland buffer and tree preservation and/or reforestation and greenway dedications.
9. No clearing, grading, or recording of plats prior to site plan approval.
10. Final number and location of units to be determined at site plan.
11. Access and improvements as required to be approved by MCDOT and MDSHA.
12. Conditions of MCDEP stormwater management approval dated 07/28/95.
13. Final number of MPDU's to be determined at site plan dependent on condition #10 above.
14. Preliminary Plan 1-95042 is expressly tied to and interdependent upon the continued validity of Project Plan No. 9-94004. Each term, condition, and requirement set forth in the Preliminary Plan and Project Plan are determined by the Planning Board to be essential components of the approved plans and are, therefore, not automatically severable. Should any term, condition, or requirement associated with the approved plans be invalidated, then the entirety of the approved plan must be remanded to the Planning Board for further consideration. At that time, the Board shall determine if all applicable requirements under State and County law will be met in the absence of such term, condition and requirement, and if some alternative, lawful conditions or plan revisions related to the severed term, condition, or requirement are then required.
15. Other necessary easements.
16. The following phasing requirements are conditioned upon issuance of building permits for the subject preliminary plan:
 - (a) The first 44 dwelling units without any off-site road improvements.
 - (b) After the 44th building permit, the developer must start reconstruction of the southbound right turn lane along MD 355 at MD 121 to provide a "free flowing" movement.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

MONTGOMERY COUNTY PLANNING BOARD
REVISED OPINION

Project Plan No. 9-94004

CLARKSBURG TOWN CENTER

RMX-2 Zone

1300 Residential Units, 150,000 Square Feet of Retail, and 100,000 Square Feet of Office

SE Quadrant Frederick Road/Stringtown Road

Clarksburg

Date Mailed: June 12, 1995

Action: On May 11, 1995, motion was made by Commissioner Aron, seconded by Commissioner Holmes, with a vote of 3-1, Commissioners Aron, Holmes, and Hussmann voting for the motion. Commissioner Baptiste opposed to the motion, and Commissioner Richardson absent.

On December 6, 1994, the Clarksburg Town Center Venture (Piedmont Land Associates L.P. and Clarksburg Land Associates L.P.) submitted a complete project plan application seeking to develop pursuant to the optional method of development in the RMX-2 Zone. The application includes a range of housing opportunities, retail shops, a grocery store, restaurants, personal services, and offices.

On April 6, April 20, and May 11, 1995, Project Plan #9-94004 was brought before the Montgomery County Planning Board for a public hearing pursuant to Chapter 59 of the Montgomery County Code. At the public hearings, the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based on the oral testimony, written evidence submitted for the record, and the staff report, the following conditions and findings are hereby adopted.

In voting against the motion, Commissioner Baptiste was concerned about approving this project plan before the water quality regulations, the sewer authorization, and the creation of a development district to fund future roads were complete. The other Commissioners were aware of these issues, but they determined that these issues were addressed at a concept level for the project plan. The remaining more specific issues could be addressed prior to approval of the preliminary plan.

CONDITIONS

The Planning Board approves Project Plan No. 9-94004 subject to the following conditions:

1. Development Ceiling

The project plan for the Clarksburg Town Center is limited to 1300 dwelling units, 150,000 square feet of retail space, and 100,000 square feet of office space to be constructed in three basic phases as shown in the project plan. The following is the staging plan for traffic improvements:

- a. Stage 1 - 950 Units
- b. Stage 2 - 155 Units
- c. Stage 3 - 195 Units
 - 90,000 Square Feet of Retail
- d. Stage 4 - 60,000 Square Feet of Retail
 - 75,000 Square Feet of Office
- e. Stage 5 - 25,000 Square Feet of Office

The public building areas (i.e., elementary school, park buildings, and library) are not included in the calculations.

2. Transportation Improvements

The following road improvements, at each stage of development, are needed to provide enough capacity to serve the proposed development:

- a. Stage 1 - Reconstruction of the southbound right turn lane along MD 355 at MD 121 to provide a "free flowing" movement.
- b. Stage 2 - Construct an eastbound left turn lane along MD 121 at MD 355.
 - Construct a westbound left turn lane along MD 121 at MD 355.
- c. Stage 4 - Construct a northbound right turn lane along MD 355 at Stringtown Road.
- d. Stage 5 - Restripe eastbound Comus Road to provide exclusive left turn lane at MD 355.
- e. A-260 (Stringtown Road) must be dedicated to a right-of-way of 120 feet. At the preliminary plan, if determined that the property is not part of a participation agreement with MCDOT and other property owners, the safety improvements described in paragraph 4., will be made to Stringtown Road.

f. Participate in the Gateway I-270 Office Park road improvements as described below unless determined as not appropriate at the preliminary plan. At such time as the developer of the Gateway 270 Office Park commences construction of its required improvements between I-270 northbound off-ramp and the entrance to Gateway 270 Office Park (Transportation Planning Division memorandum dated September 25, 1989, Paragraph 1.b. and 2.), the applicant shall participate in such improvements provided:

1. Applicant has not completed its Stage 3 traffic improvements for the project.
2. Gateway I-270 preliminary plan has not expired.
3. Applicant's participation shall be limited to its pro rata share of traffic through this link in relation to the traffic to be generated by Gateway I-270 Office Park approvals plus any other approved development projects that place traffic through this link.

3. Dedication and Construction of A-305 (Mid-County Highway)

A-305 (Mid-County Highway) must be dedicated to a right-of-way of 80 feet and constructed as a two lane, open section arterial to replace Piedmont Road unless the scope of improvements are reduced at preliminary plan. Along that portion of A-305 near Stringtown Road, the required dedication shall be 40 feet from the current center line of Piedmont Road (along Hennigan, Purdum et al) which will allow for construction of A-305 to Stringtown Road at its current location. If the right-of-way is not available at the time of record plat for that portion of the property along this section, the applicant shall dedicate the full 80 feet along this portion of A-305. Construction will not be necessary until construction of single family detached units within the existing right-of-way for Piedmont Road has started.

4. Dedication and Construction of A-260 (Stringtown Road)

If a participation agreement is determined necessary at preliminary plan, but does not occur before the necessary access points to the commercial area or part of the residential area from A-260 are needed, then the following improvements to existing Stringtown Road must be completed to increase safety as required by MCDOT. For safety purposes, the improvements at public streets A and H include 250-300 feet of bypass travel lanes at each access point. The right-of-way for A-260 (Stringtown Road) will be located outside of the Historic District with a transition to the center line of the existing roadway north of the crossing of Little Seneca Creek.

5. Environmental Improvements Before Approval of the Preliminary Plan

Submit for review before the Planning Board hearing on the preliminary plan the following:

- a. Concept plan for the proposed SWM facilities and roads near or in stream buffer, and associated grading, with indication of where tree planting is permitted.
- b. A staging plan for SWM with the extent of each proposed phase of development and the order in which they will be built. This shall be submitted as part of the first site plan, and should cover the entire site.
- c. A preliminary forest conservation plan addressing priority for planting in the Little Seneca watershed. As site plans for each portion of the site that abut afforestation areas are submitted, detailed afforestation plans for that section will be provided. Within each area of development, planting shall occur as early as practicable given land development activity constraints in accordance with logical staging concepts. Forestation requirements will be satisfied first in Little Seneca basin on-site, then in the Little Bennett basin on-site, then in stream buffer areas in Little Seneca off-site if the land is made available, and if a good faith effort to arrange such land availability fails, then elsewhere on the site.
- d. Applicant shall meet all requirements for preliminary water quality plan submission and approval, per Chapter 19, Article V - "Water Quality Review in Special Protection Areas" (proposed monitoring plan may be submitted as part of the review of the site plan). Location of units, roads, and other layout concerns will be subject to the final water quality regulations.

6. Environmental Improvements

- a. Minimize disturbance in the stream buffer except for road crossings, unavoidable utilities, SWM locations adjoining the town center retail area and greenway road, soft surface pathways, and memorial elements.
- b. As part of the preliminary plan, provide an area within the applicant's stormwater management facilities for stormwater management for the school site.

7. Park/School

The proposed layout of the park/school site is generally acceptable. At the preliminary plan, the final concept plan and related terms and conditions will be finalized in coordination with the Parks Department and Montgomery County Public Schools.

8. Historic Preservation

Incorporate the following items into the project plan before review of the site plan for this area:

- a. Minimize the width of both the right-of-way and paving (50 feet of ROW and 24-26 feet of paving, subject to approval by MCDOT) for Redgrave Place (Main Street) located within the Historic District.
- b. Provide access easements, if applicable, to future public sewer at the intersections of A-260 (Stringtown Road) and Redgrave Place (Main Street) with MD 355 (Old Frederick Road).
- c. Provide a small open space along the northern edge of the greenway next to Redgrave Place (Main Street) with an interpretive memorial element for the family of John Clark that incorporates the existing grave markers.
- d. If the ROW is available, construct Main Street to MD 355 within the Historic District prior to completion of Stage 3. At such time when the land is made available, share direct moving expenses only for relocating an existing house within the Historic District, and if the applicant and property owner agree, make available the identified outlot to be merged with a portion of the adjacent parcel so as to create another lot.

9. Compatibility with Existing Church and Adjacent Residences Within the Historic District

Increase the setback of the proposed public street located next to the church within the Historic District to 30 feet and provide screening for the existing cemetery. Relocate the tot lot away from the existing church, and maintain the area as open space to provide a potential linkage to the church. The size of lots and setbacks of the proposed development must match, approximately, the development standards in the

R-200 Zone for building setbacks and width of lots along the southeastern boundary of the site within the Historic District. Revise the landscape plan to increase visibility to the church. Provide an easement for a pedestrian connection to the church for the proposed, adjacent street.

10. Revise the Layout of Streets

Incorporate the following items into the site plans for each stage of development:

- a. Improvements to the Town Square - Increase the size of the Town Square by utilizing a loop concept as shown on the revised drawing to reduce conflicts with east/west traffic and to improve pedestrian access.
- b. Relocate A-260 (Stringtown Road) in accordance with the revised alignment diagram to reduce the impact on adjacent residences. Reduce the number of access streets to A-260 from the area of the existing single family detached units (5) on the north side of Stringtown Road to meet the design standards for arterial roads.
- c. Eliminate the access to the proposed elementary school from MD 121 and provide access from the Greenway Road.
- d. Revise the access to A-305 (Mid-County Highway) to allow a direct connection from Burnt Hill Road to the Greenway Road, and improve the access to the single family detached units by utilizing private drives adjacent to A-305.

The present street system shown in the project plan requires waivers of existing standards. The applicant and staff have met with MCDOT to discuss the waivers. All waivers must receive final approval from MCDOT before approval of the site plan.

11. Staging of Amenities

All amenities shown within each stage of development must be completed within that stage of development. The concept design for the greenway, the school/park, and other large play fields, must be completed before approval of the first site plan.

Construction of the amenities within the greenway must be finalized before the completion of Stage 3.

12. Landscaping

The following items must be incorporated into the site plans:

- a. Street trees, high quality street lights, sidewalk paving types, and street furniture as part of the design for the streetscape of roads, the Town Square, and the neighborhood squares.

- b. Increased landscaping in the commercial parking area.
- c. Landscaping for the buffer areas adjacent to all arterial roads.
- d. Screening for the existing homes within the Historic District.
- e. Landscaping for all stormwater management areas.

13. Maintenance

Maintenance of the private recreation areas, stormwater management facilities, applicable open spaces, and other amenities on private land must be maintained by an appropriate homeowners association. Before approval of the first building permit, submit a maintenance document that establishes an overall organization that establishes responsibility for maintenance of these facilities.

14. Additional Access to A-260 (Stringtown Road) and A-27 (Clarksburg Road)

Provide for an additional connection from Redgrave Place (Main Street) to the boundary of the historic district to permit a future connection to A-260 (Stringtown Road). Connect the private street that leads to the Town Square to A-27 (Clarksburg Road) with approval from the Planning Board and MCDOT provided this private street remains private.

As part of the review of the project plan, the Planning Board approved three waivers. The first waiver allows the use of closed section streets (curb and gutter) in special protection areas instead of open section streets. Closed section streets were approved because the high density of the development and the mix of commercial and residential uses are not appropriate for the use of open section streets. The project plan includes special stormwater infiltration measures for the streets instead of the use of open section streets. The Clarksburg Master Plan anticipated the use of closed section streets in the town center area.

The second waiver concerns the use of on-street parking. Waivers to utilize some on-street parking to reduce the requirement for off-street parking were approved subject to final review by the Planning Board at the site plan hearings.

The Planning Board also approved a third waiver to reduce setbacks along the streets and boundary lines as permitted in the Zoning Ordinance if designated in a master plan. These reduced setbacks will allow buildings to be oriented to streets to encourage the use of sidewalks and generally improve the pedestrian environment. The Clarksburg Master Plan also anticipated the reduction in setbacks to foster the creation of a pedestrian oriented town.

FINDINGS

1. Conforms with the Requirements and Intent of the RMX-2 Zone

The Planning Board finds that Project Plan #9-94004, as conditioned, meets all of the purposes and requirements of the RMX-2 Zone. A summary follows that compares the development standards shown with the development standards required in the RMX-2 Zone.

DATA SUMMARY: CLARKSBURG TOWN CENTER

Items	Required	Proposed
Lot Area	NA	201.34 acres (RMX-2)
	NA	68.82 acres (RDT)
		270.16 acres total
Minimum Green Area or Outside Amenity Area:		
a. Within Commercial Area	15% (2.19 ac.)	28% (4.06 ac.)
b. Within Residential Area	50% (93.37 ac.)	53% (99.47 ac.)
c. Within RDT Area	NA	(25.72 Acres)
Density of Development Shown in the Master Plan:		
a. Retail	150,000 sq.ft.	150,000 sq.ft.
b. Office	770,000 sq.ft.	100,000 sq.ft.
c. Civic Use (not including elementary school)	NA	24,000 sq.ft.
d. Residential	1380 du (5-7 du/ac)	1300 du (6.6 du/ac)
MPDU's	12.5%	12.5%
Maximum Gross Leasable (Non-Residential) Floor Area	600,000 sq.ft. (0.5 FAR)	250,000 sq.ft. (0.39 FAR)
Setbacks:		
a. From One-Family Zoning		
- Commercial Bldgs.	100 ft.	300 ft. min
- Residential Bldgs.	50 ft.	50 ft. min.
b. From Any Street*		
- Commercial Bldgs.	NA	0 ft. min.
- Residential Bldgs.	NA	10 ft. min.
Building Height:		
a. Commercial	4 stories	4 stories (50 ft.)
b. Residential	4 stories	4 stories (45 ft.)
Parking Spaces:		
a. Off-street	2910	2910
b. On-street	NA	596**

Notes: * No minimum setback is required if in accordance with an approved master plan.

** Off-street parking is necessary to provide street oriented buildings. A waiver from the on-street parking requirements is needed within some of the townhouse and multi-family areas.

The setback of residential buildings next to the Clarksburg Historic District must be modified to have a minimum setback of 50 feet.

2. Conforms to the Clarksburg Master Plan and Hyattstown Special Study Area

The Planning Board finds that Project Plan #9-94004, as conditioned, is in conformance with the Approved and Adopted Clarksburg Master Plan and Hyattstown Special Study Area. The land use, circulation, and urban design objectives described in the Master Plan have been met by the Clarksburg Town Center. The mix of dwelling units conforms to the guidelines in the master plan as summarized in the following chart:

Unit Types		Master Plan Guidelines	Proposed Density Range
a.	Single family detached units	10-20%	130-260 Units
b.	Single family attached and townhouses	30-50%	390-650 Units
c.	Multi-family units	25-45%	325-585 Units

3. Compatibility with the Neighborhood

The Planning Board finds that the project plan, as conditioned, will be compatible with the existing and potential development in the general neighborhood because of its location, size, intensity, staging, and operational characteristics.

4. Will Not Overburden Existing or Proposed Public Services

The Planning Board finds that the proposed development, subject to its compliance of any requirements imposed by the preliminary plan will not overburden existing public services nor those programmed for availability, concurrently with each stage of development. Since approval of the project plan does not determine authorization or prevent other developments from proceeding, the Planning Board approves the project plan with the understanding that final authorization is dependent on the finding that Clarksburg Town Center will not preclude development of the Germantown Town Center.

5. Is More Efficient and Desirable than the Standard Method of Development

The Planning Board finds that the proposed project, as conditioned, will be more efficient and desirable than the standard method of development. This optional method project consists of a mix of uses which are recommended in the Master Plan. These uses are not permitted under the standard method of development.

The amenities and facilities provided as part of the optional method of development fosters the creation of a transit and pedestrian oriented town surrounded by open space. The green way network of amenities provides a major open feature. The town

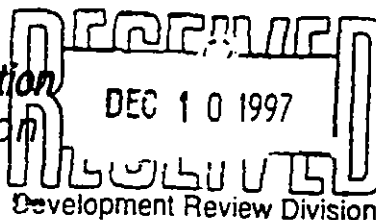
square, and the neighborhood squares provide amenities within the entire development. The streetscape system provides a comprehensive system in addition to the minimum design standards. The recreational facilities provide small open play areas for the local neighborhood and large fields for the entire planning area that exceed the minimum standards. The orientation of buildings to streets and the layout of blocks provide a pedestrian orientation for the town center.

6. Includes Moderately-Priced Dwelling Units

The application includes moderately-priced dwelling units.



Maryland Department of Transportation
State Highway Administration



Parris N. Glendening
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

December 8, 1997

Mr. Marc Mezzanott
M.K. Enterprise Incorporated
2900 Linden Lane
Suite 200
Silver Spring, Maryland 20910

RE: Montgomery County
MD 355 at MD 121
Clarksburg Town Center
File No. 8-98001
Mile Post 23.07

Dear Mr. Mezzanott:

Thank you for your sight distance profile plan for MD 355 at Stringtown Road, which we received on November 12th.

We have completed our field investigation and review of the profile. The profile indicates the absolute minimum stopping sight distance of 325'.

When analysing a new intersection, our office typically uses intersection sight distance, not stopping sight distance. Intersection sight distance for a passenger vehicle, assuming a 40 MPH design speed is 410'. Minimum intersection sight distance for single unit trucks and tractor trailers is much higher ranging between 530'-710'.

Since this intersection is master planned to be relocated MD 121 operating as a four legged intersection, State Highway Administration (SHA) feels that we should achieve a desirable sight distance as opposed to minimum sight distance.

By copy of this letter, we are requesting that the planning board condition the applicant to reduce the over vertical to provide desirable sight distance.

This office is well aware of the cost associated with this recommendation, however, safe and efficient access is our main objective.

If you have any questions, please contact Greg Cooke at 410-545-5595.

Very truly yours,

Ronald Burns, Chief
Engineering Access Permits Division

GC/eu

My telephone number is _____

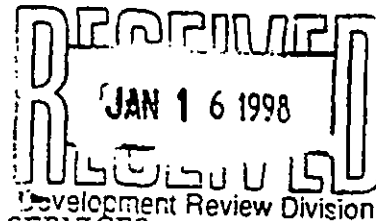
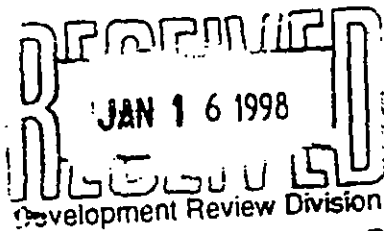
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mr. Marc Mezzanott

Page Two

December 8, 1997

cc: Mr. Joseph Davis
Mr. Wes Guckert
Mr. Majid Shakib
Mr. Charlie Watkins
Mr. Ron Welke
Mr. Wynn Witthans



DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan
County Executive

Robert C. Hubbard
Director

January 15, 1998

Mr. Mark A. Mezzanotte, P.E.
M/K Enterprises
2900 Linden Lane, Suite #200
Silver Spring, MD 20910

Re: Stormwater Management **CONCEPT/Final Water Quality Plan** for Clarksburg Town Center (Phase I parts A & B: Check below for exact area limits.)
Preliminary Plan #: 1-95042
Site Plan #: 8-98001
Tract Size/Zone: 269.13 Ac/RMX-2
Total Concept Area: 120 Ac
Tax Plate: EW
Parcel: 2
Liber/Folio: 6776/876, 8825/775
Montg. Co. Grid: 09-C, D, E-3, 4
Watershed: Little Seneca Creek

CLARKSBURG SPECIAL PROTECTION AREA

Dear Mr. Mezzanotte:

Based on a review of your submission, the **FINAL WATER QUALITY PLAN (FWQP)** including the Stormwater Management Concept for the above mentioned project is **conditionally approved**.

Site Description: Clarksburg Town Center PHASE I is within the drainage basin to Little Seneca Creek. The site is bordered on the north by Clarksburg Road, on the east by A-305 (Piedmont Road), on the south by Stringtown Road, and on the west by the Clarksburg Historic District (Frederick Road). Phase I is approximately one-half (120 acres) of the total project area approved by Preliminary Plan and Preliminary Water Quality Plan.

Limits of Approval: This approval letter is for Phases I A and I B, which are both residential. This approval also includes **ROUGH GRADING ONLY** for the 13 acre commercial area. These areas are clearly defined in the Final Water Quality Plan (FWQP). The following roadway limits and sections are also approved.

1. Clarksburg Road is approved as a three lane closed section roadway from the high point at proposed station 9+20 to station 19+70.
2. Clarksburg Road/Frederick Road (MD-355) Intersection is approved for construction of a 400 foot right-turn lane, with 150 foot taper back to existing road edge.

NOTE: Because some of the required work is complete, the actual new impervious area is limited to 3700 square feet. However, water quality and quantity must be provided in Phase II of the project, when the remainder of the intersection is up-graded according to MDSA requirements.

3. A-2501 Stringtown Road is approved as a **two lane closed section** roadway from station 0+00 (MD Route 355) to station 15+21 Greenway Road (Street K).
4. A-2501 Stringtown Road is approved as a **modified open section** roadway from station 33+50 To station 47+95 or the intersection with A-305.

Conditions of Approval: All conditions of this approval **MUST BE** addressed to the Department's satisfaction at the times stipulated below. All the following conditions must be addressed in the initial sediment control plan submission:

1. Provide a full-time, on-site, sediment control inspector in accordance with the most current MCDPS Policy/Procedure for On-site Sediment Control Inspection.

NOTE: This inspector may not supersede the authority of the MCDPS Sediment Control Inspector.
2. All areas which require storm drain easements for pipes or manholes, **MUST HAVE** easements recorded in the county land records. Those easements must appear on the appropriate record plats.
3. All stream channel construction, reinforcement, and/or restoration must be designed and constructed as part of the initial Sediment Control Permit for this site. This includes all work in the main stem, the channel from Pond #2's (Greenway Rd.) outfall to its confluence with the main stem, and the work in the eastern tributary.

NOTE: All restoration work and design for the main stem channel will be based on dimensions obtained from the average of two or more cross-sections taken from MCDEP reference reaches, either directly upstream and/or, immediately downstream of the damaged area. The design and work in the eastern and western tributaries will be based on the actual release rate(s) from the stormwater management structure(s) within each sub-watershed.

4. ALL developed areas of this site **MUST** drain to water quality structures.
5. All street grading, paving widths, and storm drain systems must comply with the approved Final Water Quality Plan. Any changes must be submitted to and approved by the MCDPS Special Protection Area Coordinator prior to construction.
6. All roadway culverts must be designed according to Montgomery County Environmental Guidelines for Culvert Crossings.

NOTE: This includes the Pond #2 barrel design.

7. ALL required stormwater management structures must be designed, approved, permitted, and bonded with the initial Sediment Control Permit for their tributary drainage areas.

NOTE: Absolutely no PHASING or delaying of stormwater management structure permitting or construction will be allowed except as described in item #9.

8. In accordance with the submitted Dam Breach, the Pond #2 embankment (with culverts) must be constructed, without the control riser, until the Stringtown Road stream crossing is up-graded.
9. Pond #2 must be complete and functioning PRIOR TO the issuance of the building permit for the 200th DWELLING UNIT located on the west side of the site. A site plan showing the exact units to be built with a letter detailing the legal description of each unit, must be submitted with the original Sediment Control Plan.
10. Provide pre-treatment for sand filters #8 and #15.

NOTE: This must be a grit catching device placed outside of the right-of-way.

11. All sediment traps and basins, which are to be converted to water quality structures, will be converted immediately following the stabilization of their drainage area.

Please note that this approval does not pertain to any roadway improvements identified as being a part of Phase II, including the following:

1. Stringtown Road from station 15+21 to station 33+50.
2. Clarksburg Road From station 0+00 (Frederick Road) to 9+20 and from station 19+70 to the intersection with A-305 (Piedmont Road).
3. The entire length of A-305 (Piedmont Road) From Stringtown Road to Clarksburg Road.

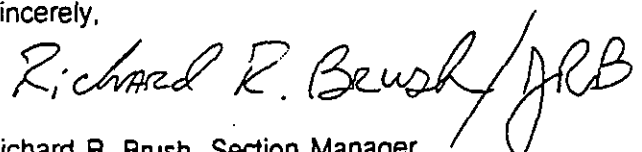
NOTE: Although A-305 (Piedmont Road) from station 0+00 at the (A-260) Stringtown Road intersection to station 22+00, appears to have adequate stormwater management provided in Phase I structures; this road is excluded from this approval due to unresolved roadway design and construction issues.

Also, for your information, prior to Phase II approval the bankfull flow event at MCDEP's stream cross-section downstream of Stringtown Road, must be verified as being unchanged from the existing condition to the developed condition. Should MCDPS or MCDEP determine that there is an increase or decrease in the bankfull storm volume, velocity, frequency, or duration, the Phase II Final Water Quality Plan must be adjusted to correct that change.

Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Richard Gee of my staff at (301)217-6312.

Sincerely,



Richard R. Brush, Section Manager
Water Resources Section



DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

Douglas M. Duncan
County Executive

Graham J. Norton
Director

January 14, 1998

Mr. Richard C. Hawthorne, Chief
Transportation Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Site Plan No. 8-98001
Clarksburg Town Center, Phase I

Dear Mr. Hawthorne:

We are writing in response to your letters of November 18, 1997 and December 23, 1997 requesting approvals of certain non-standard design elements proposed under this site plan. In particular, we want to address policy issues related to the typical sections for the internal and external roads proposed on the pending plan. Under separate cover, Ms. Sarah Navid of the Department of Permitting Services will be providing site plan-specific comments regarding issues such as access improvements, traffic calming, and intersection geometrics. We recommend approval of the site plan subject to the following comments:

I. General Comments Regarding the Proposed Roadway Typical Sections:

We are optimistic about the rare opportunity afforded by this project to implement new design concepts on a trial basis. These ideas include traffic calming measures, one-way streets, parallel/loop roadways, pedestrian-friendly roadway cross-sections, reduced radii curb returns at selected intersections, controlled on-street parking, and provisions to control cut-through traffic. The intensity and variety of development proposed under the Town Center project also necessitates the need to provide adequate and safe space for all modes of transportation: vehicular, bicycle, and pedestrian.

Since this site is located within a designated Special Protection Area, we also believe it is important that efforts must be taken to reduce impervious surface area within the public and private sections of this development. While we have strived to minimize the extent of closed sections on the external roads, it is important to realize that these improvements will be necessary at most, if not all, intersections associated with this development. We believe the approvals described in the following paragraphs reflect a reasonable balance between the often-competing goals of transportation, land use planning, environmental, maintenance, and developer interests.

II. Internal Street Typical Sections

We hereby approve the July, 1997 proposed typical sections for the interior public streets.

Office of Project Development

101 Monroe Street • Rockville, Maryland 20850 • 301/217-2145, TDD 301/217-2601, FAX 301/217-2118

Mr. Richard C. Hawthorne
Site Plan No. 8-98001
January 14, 1998
page two

II. Internal Street Typical Sections (cont.)

It should be noted that there are locations within the pending plan where additional right of way and/or easements may be necessary to provide space for public amenities, guardrail, etc. Prior to approval of the record plats by the Department of Permitting Services, the applicant will need to determine the requisite areas and grant those easements on the appropriate plats.

III. Clarksburg Road(A-27) between MD 355 and the Greenway Road:

The ultimate right-of-way within this section should be the master plan width of eighty (80) feet. We believe the roadway should be reconstructed as a closed section facility as shown on the enclosed red-line drawing (Enclosure No. 1) The thirty eight (38) feet wide pavement section will provide a ten (10) foot wide lane for continuous left turns and one fourteen (14) foot wide travel lane in each direction. In order to preserve the hedgerow which exists along the northern perimeter of this site, the roadway pavement should be located asymmetrically within the right of way between the western property line and proposed Street "M," transitioning back to a symmetrical section between Street "M" and Street "K" (the "Greenway" Road). As agreed during our January 9, 1998 inter-agency meeting, we will allow the planting strips and the Class I bikepath to be reduced to six (6) feet wide. The Class I bikepath should be located along the Town Center site frontage in a manner to minimize encroachment on the hedgerow.

IV. Mid-County Arterial (A-305)

This roadway should be constructed as a two-lane open section roadway within an eighty (80) foot wide right of way as shown on the enclosed red-lined typical section (Enclosure No. 2). In order to accommodate the master planned Class I bikepath along the Town Center site frontage, the applicant will need to modify the standard typical section to provide an eight (8) foot wide Public Improvements Easement and an overlapping eighteen (18) foot wide Public Utilities Easement. The Class I bikepath and street trees along this roadway are to be located behind the side ditch. As agreed during our staff discussions, a sidewalk will not be required along the east side of this roadway.

At the intersection with Stringtown Road, the right of way may need to be expanded to provide a median (to match the master planned divided section on this roadway south of that intersection.) This detail should be determined prior to the record plat stage.

V. Stringtown Road (A-260)

This roadway should be constructed within the master planned one hundred twenty (120) foot wide right of way. An additional Public Improvements Easement will be necessary wherever public amenities fall outside of the public right of way. This easement will need to extend two (2) feet beyond that amenity with an overlapping Public Utilities Easement extended an additional ten (10) feet.

Mr. Richard C. Hawthorne
Site Plan No. 8-98001
January 14, 1998
page three

V. Stringtown Road (A-260) (cont.)

Between Frederick Road (MD 355) and Street "K," the right of way may be reduced to one hundred (105) feet and the roadway constructed entirely closed section in an effort to minimize the impact on the nearby historic district. As noted on the enclosed drawing (Enclosure No. 3), the pavement shall be twenty six (26) feet wide with a twenty (20) foot wide median.

Due to ongoing issues concerning the stream crossing, the section between Street "K" and Street "C" has not yet been determined. This detail will be finalized during Phase II of this project.

As reflected on the attached drawing (Enclosure No. 4), Stringtown Road shall be a hybrid design (closed section median with an open section design on the outside) between Street "C" and Mid-County Arterial (A-305). The median width will be twenty (20) feet. The pavement width will be twenty four (24) feet with a four (4) foot wide paved shoulder. Street trees and the master planned Class I bikepath will be located behind the side ditch.

VI. Reduced Radius Curb Returns

We have approved your September 17, 1997 request to permit fifteen (15) foot radius curb returns at specific intersections on the interior streets of the Town Center. The approved locations will need to be such that vehicular operations are not unduly compromised by the reduced radius. The approved intersections have been identified during the site plan discussions between Ms. Navid and Mr. Ronald Welke and Ms. Wynn Witthans of the M-NCPPC.

VII. Traffic Calming Measures

We support the incorporation of traffic calming measures on the interior streets of the Town Center. The type of traffic calming measures proposed for use within the Town Center include pavement neck-downs, raised crosswalks, and a raised intersection. Although these proposals are unusual for inclusion in a new development, they have all been implemented on existing County streets in retrofit situations. The specific locations and type of measures employed have been discussed in meetings between Ms. Navid, Mr. Welke, and Ms. Witthans.

VIII. Special Streetscaping

Brick paved sidewalks and thirty (30) foot tree spacings are hereby approved, subject to the developer creating and funding an "umbrella" organization responsible for the maintenance and liability of these amenities. Prior to approval of the record plats by the Department of Permitting Services, the developer will need to execute and record a Declaration of Covenants for the maintenance and liability of these improvements. This private organization shall remain responsible for these improvements until such time as an Urban District is established for the Town Center by County Council action.

Mr. Richard C. Hawthorne
Site Plan No. 8-98001
January 14, 1998
page four

It should be noted that we are approving these proposals on a trial basis. We reserve the right to make appropriate modifications to these typical sections during Phase II of this site plan, based on our experiences with these designs during Phase I.

Thank you for your cooperation and assistance on this matter. If you have any questions or comments regarding this letter, please contact Mr. Gregory Leck at (301) 217-2145.

Sincerely,

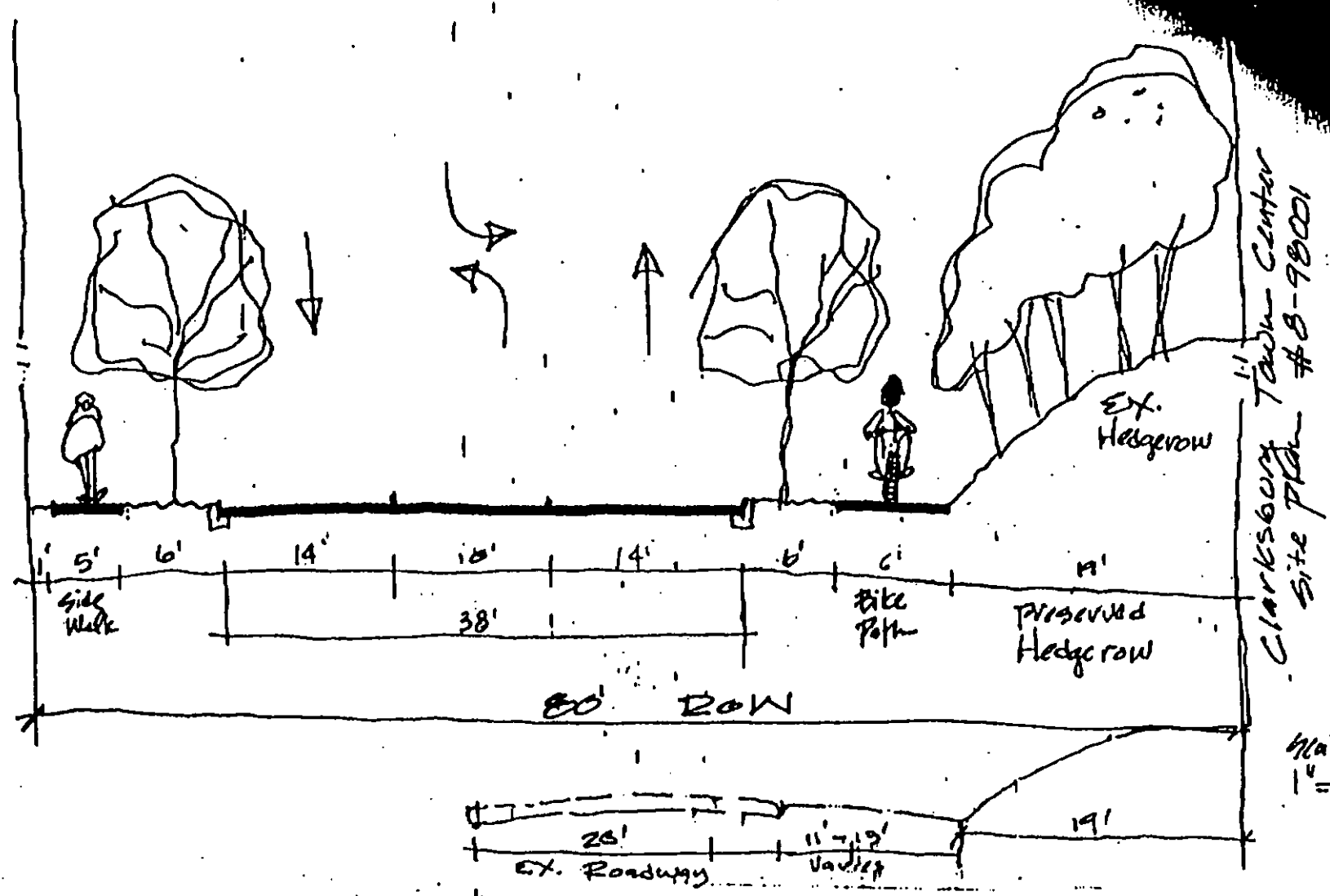


John J. Clark, Director
Office of Project Development

docs10\misc\clburgtc.jjc
i:\opd\gml\docs\clburgtc.jjc

Enclosures (4)

cc: Marc Mezzanotte; Montgomery/Kontgias Enterprises, Inc.
Steven M. Klebanoff; Clarksburg Limited Partnership
Steven Z. Kaufman; Linowes and Blocher, L.L.P.
Charles R. Loehr; M-NCPPC Development Review
Wynn Witthans; M-NCPPC Development Review
Ronald C. Welke; M-NCPPC Transportation Planning
Catherine Conlon; M-NCPPC Environmental Planning
Gwen Wright; M-NCPPC Historic Preservation
Joseph R. Davis; M-NCPPC Development Review
Stan Wong; MCDPS Subdivision Development
Sarah R. Navid; MCDPS Subdivision Development
Richard R. Brush; MCDPS Water Resources
Richard I. Gee; MCDPS Water Resources
Greg Cooke; MSHA Engineering Access Permits
John W. Thompson; MCDPW&T Highway Services
Scott Wainwright; MCDPW&T Traffic & Parking Services
Gail M. Tait-Nouri; MCDPW&T Project Development
Gregory M. Leck; MCDPW&T Project Development



Clarkesbury Town Center
Site Plan #8-98001

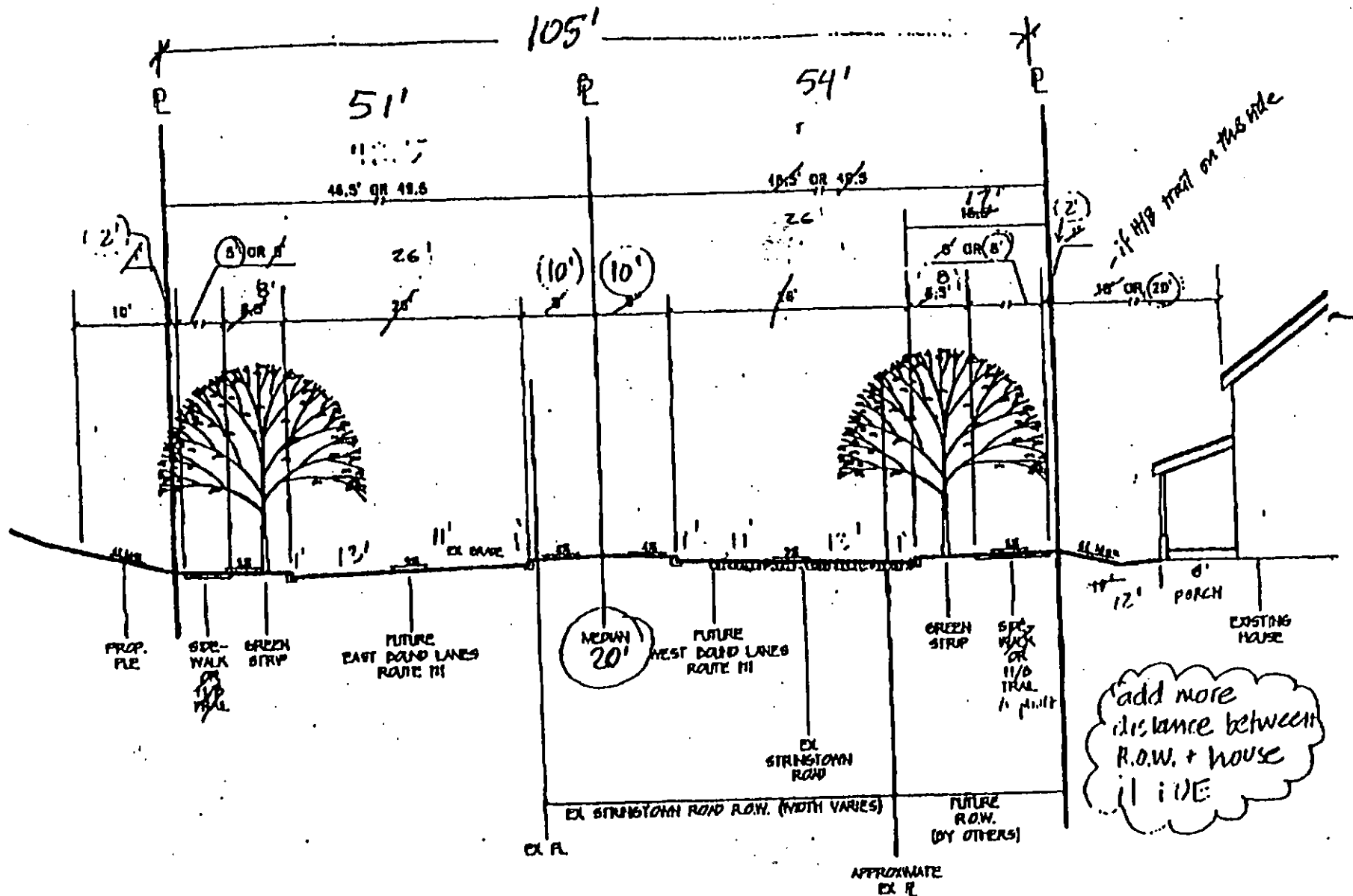
Clarkesbury Rd.
Non. Standard ROW
Waiver Request

10/31/97

ENCLOSURE #1

STRINGTOWN RD (A-260)
(BETWEEN MD 365 & STREET "K" (THE "GREENWAY" ROAD))

1-17-1998 0:39AM FROM



NOTE:

PROPOSED CURB AND GUTTER TO EXTEND FROM THE INTERSECTION OF RTE 355 AND STRINGTOWN ROAD TO THE NORTHERN ENTRANCE OF HIGHLANDS AT CLARKSBURG (APPROXIMATELY 400 FT).

DATE: NOV. 10, 1997
SCALE: NOT TO SCALE
MARCUS, JENNIFER, AND CLARKSBURG, PA
SHEET 1 OF 1

ENCLOSURE #3



DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan
County Executive

Robert C. Hubbard
Director

January 15, 1998

Wynn Witthans
Development Review Division
Maryland National Capital Park
& Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

RE: Site Plan #8-98001
Clarksburg Town Center - Phase I

Dear Wynn:

These comments on the Clarksburg Town Center site plan supercede my memo to you of September 8, 1997 and should be considered in complement with the comments from the Department of Public Works and Transportation (DPW&T) contained in John Clark's letter of January 14, 1998 to Mr. Richard Hawthorne.

Clarksburg Road

The applicant will be responsible for constructing public improvements per the DPW&T approved cross section within one half (40 feet) of the 80 foot right of way adjacent to the Town Center property (Sta. 9+20 to Sta. 19+70). Clarksburg Road will transition from an asymmetrical alignment back to a symmetrical alignment from Street L to Street K (the Greenway Road). The 8 foot bike path crosses to the north side of Clarksburg Road at the Greenway Road. Therefore, a 5 foot sidewalk will be provided adjacent to the Town Center from the southeast corner of the Greenway Road to Sta. 19+70. No additional auxiliary lanes will be required. Note: A 150 foot long southbound left turn storage lane at the Greenway Road must be under permit and bond before approval of Phase II building permits (e.g. the entire 38 foot roadway section must be completed).

The channelizing islands on the Greenway Road and on L Street at Clarksburg Road as shown in the July 1997 plans must be constructed as part of Phase I. We will work with you and the applicant during the storm drain and paving design/permit process to maintain the integrity of the hedgerow south of L Street on Clarksburg Road.

Page 2 - Wynn Witthans - Clarksburg Town Center - Phase I

Stringtown Road

The applicant will be responsible for constructing public improvements per the DPW&T approved cross sections within one half (52.5 feet) of the 105 foot right of way between MD 355 and the Greenway Road and within one half (60 feet) of the 120 foot right of way between Sta. 33 +50 to the Mid-County Arterial (A-305), including the bike path, which will need to be partially located outside the right of way in a Public Improvements Easement. These improvements will include the median curb and gutter. No additional auxiliary lanes will be required in either section.

The median island on Street C at Stringtown Road as shown in the July 1997 plans will be required, however, the right turn channelization on Street H will not be required under Phase I.

Note: A detailed plan addressing the need for a turn-around provision and driveway access to all the existing properties along the portion of Stringtown Road to be "cut off" will be necessary under Phase II. This "old" portion of Stringtown Road will probably be retained as a public street. Its intersection with Street D should be shifted northward to create a "T" intersection with the Street D loop.

Mid-County Arterial

No improvements to Mid-County Arterial will be required under Phase I. Main Street will not be connected to existing Piedmont Road under Phase I. However, prior to approval of the record plats, the applicant must prepare a concept plan showing how the DPW&T approved cross section and public amenities will be accommodated within the right of way and any necessary Public Improvement Easement. We will also need to see a concept plan showing how a median at the intersection with Stringtown Road will be accommodated and its relationship to the median on the south side of the intersection of future Mid-County Highway.

Internal Streets

Traffic Calming: In order to promote a safe pedestrian environment and maintain slower traffic speeds within the Town Center, we will require a series of traffic calming measures. These include neckdowns around the Town Square area (no median islands) and raised pedestrian crossings with neckdowns on the Greenway Road at Street O and at the future main entrance to the shopping center, on Street O behind the Church, and on Street C at the pedestrian path crossing. Additionally, the intersection of the Greenway Road and Main Street will be raised to emphasize this intersection as a pedestrian hub. We will work with you and the applicant during the storm drain and paving design/permit process to "fine-tune" the design of these traffic calming features.

Page 3 - Wynn Witthans - Clarksburg Town Center - Phase I

Radius Curb Returns/Elimination of Right of Way Truncations: We have endorsed the use of 15 foot curb return radii and the elimination of right of way truncations at the majority of intersections within the Town Center as shown in the July 1997 plans. There may be slight adjustments to some curb returns to accommodate the traffic calming features as these are worked out in final detail.

Main Street Greenway Crossing: We do not support a waiver of the vertical sag requirement at the Greenway Crossing. The Primary roadway standard must be maintained.

Special Pavement Treatment: We do not support the use of special pavement treatments either in the form of brick or other pavers or pavement coloring/texturing on the public streets. At this time, DPW&T does not have the resources to maintain such treatments and we do not believe it is appropriate to require private organizations to conduct maintenance within the street itself.

Truck Access - Shopping Center: Truck loading details and a circulation plan which separates truck access from the residential uses and accommodates the appropriate sized vehicles will be required when the shopping center is under site plan review.

Traffic Signal Conduit

Traffic signal conduit will be required along Clarksburg Road, Stringtown Road and Mid-County Arterial (future). The applicant will be responsible for installing this conduit as part of the public improvements in the right of way for those portions of roadway to be constructed under Phase I now (and Phase II in the future). We envision that the following intersections will be ultimately signalized:

- MD 355 and Stringtown Road
- MD 355 and Clarksburg Road (currently signalized)
- Stringtown Road and the Greenway Road
- Stringtown Road and Mid-County Highway/Mid-County Arterial
- Clarksburg Road and the Greenway Road
- Clarksburg Road and Mid-County Arterial

The applicant must contact the Division of Traffic and Parking Services for design, location and other specification details for the roadway and intersection conduit needed along and across those portions of roadway to be constructed under Phase I.

Page 4 - Wynn Witthans - Clarksburg Town Center - Phase I

I look forward to working further with you, the applicant and the "Development Review Team" as this project progresses. Please call me (301-217-2088) if you have any questions or need clarification of our comments.

Sincerely,



Sarah R. Navid, Traffic Engineer
Division of Land Development Services
Department of Permitting Services

sm\clarks2.wp

cc: Steven M. Klebanoff - Clarksburg Limited Partnership
Marc Mezzanotte - MK Enterprises
Steven Z. Kaufman - Linowes & Blocher
Stan Wong - MCDPS - Land Development Services
Richard Gee - MCDPS - Water Resources
Scott Wainwright - MCDPW&T Traffic & Parking Services
John Thompson - MCDPW&T Highway Services
Greg Leck - MCDPW&T Office of Project Development



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

January 14, 1998

MEMORANDUM

TO: Wynn Witthans, Planner
Development Review Division

VIA: Ronald C. Welke, Coordinator
Transportation Planning *[Signature]*

FROM: Ki H. Kim, Planner *KHK*
Transportation Planning

SUBJECT: Clarksburg Town Center 1A-1B Site Plan 8-98001

This memorandum represents Transportation Planning staff's review of the subject site plan. This site plan consists of 768 residential units: 75 single-family detached, 295 townhouses, and 398 multi-family units. This is the first Town Center development to be considered for site plan approval by the Planning Board and includes some new concepts in neo-traditional neighborhood traffic planning; e.g., smaller curb radii, counting on-street parking to partially meet code requirements, and traffic calming measures to enhance pedestrian safety and control vehicle speeds.

Recommendations

Based on our review of the transportation-related conditions required for approvals of the project plan and preliminary plan of the Clarksburg Town Center, and in accordance with the requirements of the Maryland State Highway Administration (SHA), the County Department of Public Works and Transportation (DPWT), and the County Department of Permitting Services (DPS), staff recommends the following roadway improvements as conditions of approval for the proposed site plan:

The following three roadway improvements are required as conditions of approval to satisfy the previously assessed APFO review and the phasing requirements:

1. Reconstruction of the southbound right-turn lane along Frederick Road (MD 355) at Clarksburg Road (A-27) to provide a "free flowing" movement after the 44th building permit.
2. Construction of the northern half of Stringtown Road (A-260) from Frederick Road (MD 355) to Greenway Road (the southern access road of the commercial site), construction of Greenway Road between A-260 and Main Street (P-5), and construction of P-5 across the stream valley into the residential area north of the stream valley after the 400th building permit.
3. Construction of a northbound right-turn lane along Frederick Road (MD 355) at Stringtown Road (A-260) after the 400th building permit. As a part of this construction, the applicant must participate in a roadway improvement project to reduce the over vertical curve that currently limits sight distance on northbound Frederick Road (MD 355) approaching Stringtown Road so as to provide sight distance acceptable to the Maryland State Highway Administration (SHA).

The following four roadway improvements are recommended as conditions of approval to address transportation issues associated with the subject site plan.

4. Construction of Greenway Road between Main Street (P-5) and Clarksburg Road (A-27) to provide site access.
5. Reconstruction of the southern half of Clarksburg Road (A-27) between Frederick Road (MD 355) and Greenway Road in accordance with the description as provided in this memorandum for site access.
6. Reconstruction of Stringtown Road (A-260) to provide deceleration lanes per DPWT/DPS requirements at all intersecting roadways, consistent with the ultimate location of Stringtown Road (A-260) between Greenway Road and Midcounty Arterial (A-305) for site access.
7. Provision of traffic calming measures; e.g., 15-foot curb radii, intersection chokers, raised crosswalks, within the internal streets in accordance with DPWT and DPS design requirements.

Discussion of Transportation Review

Descriptions of Roadways

The applicant must construct the roadways in accordance with the following descriptions of each roadway:

1. Clarksburg Road (A-27) shall be a three-lane, 38-foot wide closed section roadway with a six-foot Class I bikepath on the south side and a sidewalk on the north side, offset within an 80-foot right-of-way between Frederick Road (MD 355) and Street "M",

transitioning to a symmetrical section between Street "M" and Greenway Road so as to preserve an existing hedgerow. Clarksburg Road shall taper to a 32-foot-wide, open section roadway with four-foot shoulders within an 80-foot right-of-way between Greenway Road and Midcounty Arterial (A-305).

2. Stringtown Road (A-260) between Frederick Road (MD 355) and Greenway Road shall be a four-lane divided closed section roadway with two 26-foot travel ways, a 20-foot median, a Class I bikepath on the north side, and a sidewalk on the south side within a 110-foot right-of-way. The reduced right-of-way of 110 feet is in recognition of the Planning Board's Project Plan requirement to locate the right-of-way for Stringtown Road outside of the Clarksburg Historic District and the staff agreement to locate the northern edge of the right-of-way a minimum of 20 feet from the edge of the existing historic house. Stringtown Road shall be a four-lane divided hybrid section roadway with two 24-foot travel lanes, four-foot paved shoulders, a 20-foot median with curb and gutter, a Class I bike path on the north side and a sidewalk on the south side within a 120-foot right-of-way between Greenway Road and Midcounty Arterial.
3. Midcounty Arterial (A-305) shall be a two-lane, 32-foot open section roadway with four-foot shoulders and a Class I bikepath on the west side within an 80-foot right-of-way between Clarksburg Road (A-27) and Stringtown Road.
4. Greenway Road shall be a two-lane closed section roadway with a Class I bikeway on the east side, and a sidewalk on the west side; 28 feet wide with parking on the east side between Stringtown Road (A-260) and Main Street (P-5), and 36 feet wide with parking on both sides between Main Street (P-5) and Clarksburg Road (A-27).

Discussion on Maryland State Highway Administration's Concern

In order to provide a desirable sight distance on Frederick Road (MD 355) at Stringtown Road (A-260), the Maryland State Highway Administration recommended reduction of the over vertical curve along northbound Frederick Road (MD 355) in connection with the subject site plan. Since the applicant is required to provide a northbound right-turn lane at this intersection, staff considers that these two improvements should be coordinated. The improvement to reduce the vertical curve should be available as a participation project at the time of the 400th building permit.

Accommodation of On-Street Bicycles

DPWT has expressed a desire to make all roadways in Montgomery County "bicycle friendly;" i.e., that on-street bicycle activity is both available and safe for cyclists who choose to ride in the roadway. DPWT cites the *Bicycle and Pedestrian Planning/Design Guidelines for Maryland's Transportation Projects* published by the Maryland Department of Transportation, State Highway Administration. This issue was raised after the Development Review Committee had reviewed the site plan, but the concept is not consistent with our Master Plan of Bikeways that is to be presented to the Planning Board soon. The idea also is contrary to the Special Protection Area (SPA) status of the Clarksburg Town Center that requires that impervious surfaces be kept to a minimum to preserve the quality of streams in the area.

Given the arterial status of Stringtown Road (A-260), staff has agreed with DPWT that on-street bicycles should be accommodated in addition to the master-planned Class I off-street bikeway.

Clarksburg Road (A-27), although classified as an arterial is expected to function more as a collector street. We have reached a compromise solution between staffs to provide a wider roadway (38 feet vs. 36 feet) to accommodate on-street bicycles, but to provide a narrower off-street bikepath (6 feet vs. 8 feet) so as to maintain the same amount of pavement.

Staff of our two agencies have reached agreement regarding the ultimate cross section for Midcounty Arterial (A-305): a two-lane cross section (32 feet) that includes two 12-foot travel lanes and four-foot paved shoulders.

Roadway Improvements as Conditions of Approval for Project Plan, Preliminary Plan, and Phasing Requirements

The following roadway improvements were those required in the Project Plan of the Clarksburg Town Center:

1. Reconstruction of the southbound right-turn lane along Frederick Road (MD 355) at Clarksburg Road (A-27) to provide a "free flowing" movement.
2. Construction of eastbound and westbound left-turn lanes along Clarksburg Road (A-27) at Frederick Road (MD 355).
3. Construction of a northbound right-turn lane along Frederick Road (MD 355) at Stringtown Road (A-260).
4. Restriping eastbound Comus Road to provide an exclusive left-turn lane at Frederick Road (MD 355).
5. Providing safety improvements along Stringtown Road (A-260) per conditions of Project Plan Approval.
6. Participation in the Gateway I-270 Office Park road improvements -- widening Clarksburg Road (A-27) to four lanes between I-270 northbound off-ramp and the entrance to the Gateway I-270 Office Park.

These were modified at Preliminary Plan to include the following APFO requirements. The following phasing requirements are conditioned upon issuance of building permits for the preliminary plan:

1. The first 44 dwelling units without any off-site improvements.
2. After the 44th building permit, the developer must start reconstruction of the southbound right-turn lane along Frederick Road (MD 355) at Clarksburg Road (A-27) to provide a "free flowing" movement.

3. After the 400th building permit, the developer has two options:

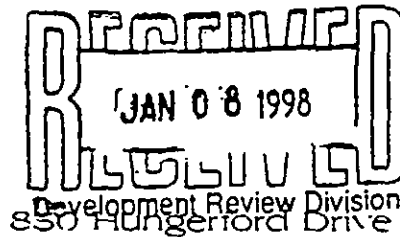
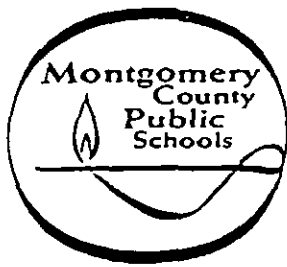
- a) Construction of Stringtown Road (A-260) from Frederick Road (MD 355) to the southern access road of the commercial site (commercial access road between A-260 and Main Street (P-5) and construction of P-5 across the stream valley into the residential area north of stream valley, or
- b) Construction of Stringtown Road (A-260) from Frederick Road (MD 355) to the northern access road of the residential development.

Construction of a northbound right-turn lane along Frederick Road (MD 355) at Stringtown Road (A-260) should be included in this phase with either option.

- 4. After the 800th building permit, the developer must start construction of the remaining section of Stringtown Road (A-260) to Midcounty Arterial (A-305), and intersection improvements at Frederick Road (MD 355) and Clarksburg Road (A-27) (MD 121) to construct eastbound and westbound left-turn lanes along Clarksburg Road (A-27).
- 5. Construction of Midcounty Arterial (A-305) from Stringtown Road (A-260) to Clarksburg Road (A-27) must begin when the developer starts building any of the residential units on Blocks 11, 12, 13, and the northern half of block 10, as numbered per Preliminary Plan approval.

The roadway improvements recommended as conditions for approval of the subject site plan are developed to meet the project plan and the preliminary plan requirements and to address additional transportation issues which DPWT, SHA and staff consider are necessary to provide a safe and efficient roadway system for the subject site plan.

KHK:kcw



Rockville, Maryland - 20850-1747

Telephone (301) 279-3425

December 31, 1997

Mr. William H. Hussmann, Chairman
Montgomery County Planning Board
Montgomery Regional Office
8787 Georgia Avenue
Silver Spring, Maryland 20910

Dear Mr. Hussmann:

A handwritten signature in cursive script that reads "Bill".

Re: Clarksburg Town Center
Site Plan # 8-98001

This regards the referenced site plan located within the Clarksburg Town Center of the approved and adopted Clarksburg Master Plan. I understand that this plan is to be reviewed by the Montgomery County Planning Board on January 22, 1998.

You will recall that I wrote to you in September 1995 when the MCPB considered the preliminary plan of subdivision for this property. At that time, I explained that MCPS was pleased that a creative solution had been found for the park/school site configuration. We supported the recommendation that playfields for use of the elementary school would be located on parkland, maintained by park staff, and most importantly, that these playfields would be available for exclusive school use during normal school hours or for school-sponsored functions.

We appreciate the additional information provided by the applicant, which MCPS needs to satisfy concerns about the constructability of the site for an elementary school. Soil borings and geotechnical analysis were provided at two locations on the land to be dedicated. It appears that the applicant intends to raise the elevation of that portion of the site proposed for locating the building element by depositing approximately 15 to 20 feet of fill in some locations. Prior to dedication, MCPS proposes that the applicant conduct a testing program, the final report signed and sealed by a registered professional engineer, authenticating the adequacy of deposited soils to support typical building foundation loads.

MCPS continues to prefer that the land dedication be made directly to the Board of Education. I am again requesting that this 8-acre parcel be deeded directly to the Board of Education by the developer following the usual procedures for subdivision approval and recordation of a plat for the site. This land is being provided solely for school purposes and as such should be titled to the Board of Education. At such time as the Board of Education's Capital Improvements Program is funded for a school to be constructed here, Parks Division can exchange this 8-acre parcel for another 8-acre parcel within the site as shown on the enclosed exhibit.

Mr. William H. Hussmann

-2-

December 31, 1997

M-NCPPC has agreed to apply to the Board of Public Works for permission to exchange the new dedication for the area needed for the school building, parking, bus drop-off, basketball court and playground following site plan approval. However, there is some risk that the Board of Public Works may not approve such a conveyance, since MCPS would not have title to land to effect a land exchange. If the land is dedicated directly to MCPS, the dedicated land can be provided to M-NCPPC for interim use through a lease at nominal cost as we have done at many other future school sites.

You also should know that the State of Maryland's Public School Construction Program will reimburse the Board of Education only for costs incurred in connection with on-site school development. In other words, the land must be titled to the Board of Education to be eligible for state reimbursement. If the Board of Education were to develop playfields on M-NCPPC property for joint usage, the State of Maryland would declare those off-site development costs to be ineligible for reimbursement. I suggest that the land designated as playfields for the new school be deeded to the Board of Education as part of the land exchange contemplated. This would not preclude the Board of Education from striking an arrangement to provide for joint usage and maintenance responsibility after the development has occurred. If you wish, we can agree to reconvey the fields to M-NCPPC after development is complete and the funding reimbursement has been received from the state.

I hope that we can reach an amicable agreement on the terms and conditions for dedication. Thank you for your attention to these comments.

Sincerely,



William M. Wilder, Director
Department of Facilities Management

WMW:sw

Enclosure

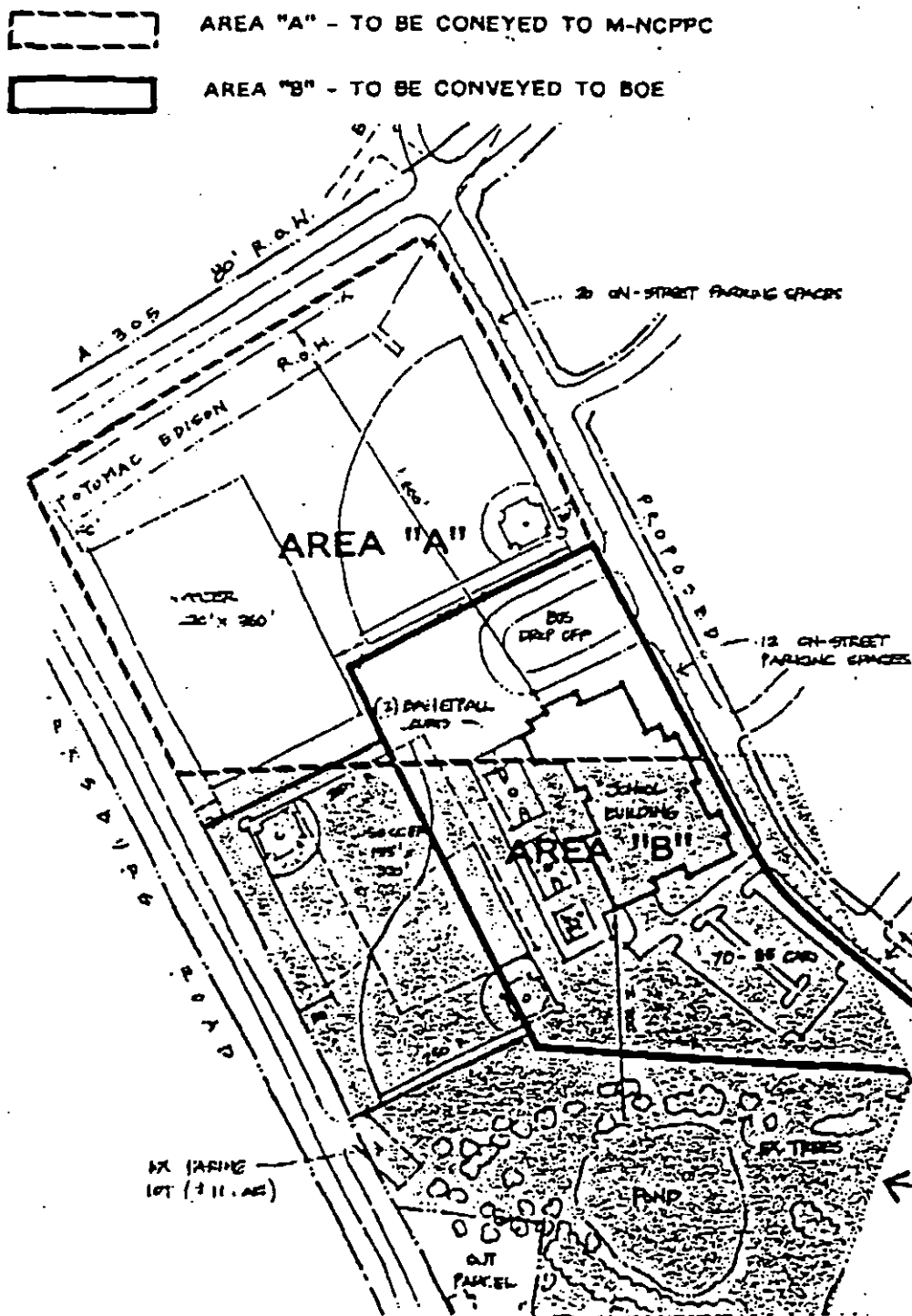
Copy to:

Ms. Witthans ✓

Ms. Schmieler

Ms. Turpin

**CLARKSBURG TOWN CENTER
PARK / SCHOOL CONCEPT PLAN
CLARKSBURG, MD 20871**



Existing King's Pond Local Park



Montgomery County Government

January 15, 1998

William H. Hussmann
Chairman
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Dear Mr. Hussmann:

The Montgomery County Historic Preservation Commission (HPC) understands that the Planning Board will be taking up the review of a proposed Site Plan for the Clarksburg Town Center project at your January 22, 1998, meeting. We wish to offer a number of advisory comments and recommendations on this Site Plan, which is directly adjacent to the Master Plan Clarksburg Historic District.

The Clarksburg Town Center project has a long history and has been discussed extensively by the HPC. On March 11, 1992, the HPC discussed the proposed Clarksburg Master Plan which addressed the Clarksburg Town Center development as one of the major components in the plan. On March 22, 1995, the HPC reviewed a Project Plan application for the Clarksburg Town Center and developed comments to transmit to the Planning Board. Most recently, on December 17, 1997, the HPC reviewed the current Site Plan application.

It is very important that the final plan for the Clarksburg Town Center do everything possible to respect and protect the character of the Clarksburg Historic District - this has been a significant goal since the beginning of the Clarksburg Master Plan process. At the time of the Project Plan review of the Clarksburg Town Center project, a number of concerns relating to historic preservation and the Clarksburg Historic District were identified. These are reflected in conditions that the Planning Board included in their approval of the Project Plan:

- The right-of-way for Stringtown Road (as a four-lane arterial with a planted median strip) will be located outside of the Historic District with a transition to the center line of the existing roadway north of the crossing of Little Seneca Creek.
- Redgrave Place's extension to the east will include a minimized right-of-way of 50 feet with only two paved lanes and no on-street parking in the Historic District.

Historic Preservation Commission

- If the right-of-way is available, the developer of Clarksburg Town Center will construct the extension of Redgrave Place in the Historic District. If and when the land is made available, the developer will share direct moving expenses only for relocating an existing historic house that is in the right-of-way. If the developer and property owner who is dedicating the right-of-way agree, the developer will make available an identified outlot to be merged with a portion of the adjacent parcel so as to create another lot.
- Access easements to future public sewer will be provided for structures in the Historic District. These easements may be located at the intersections of Stringtown Road and Frederick Road, and Redgrave Place extended and Frederick Road.
- The headstones from the Clark Family Cemetery, which are currently being stored at Little Bennett Park, will be incorporated into an interpretative exhibit that will be located in a small park at a prominent location in the development.
- Increase the setback of the proposed public street located next to the historic church to 30 feet and provide screening for the existing church cemetery. Do not have a lot next to the church and maintain this area as open space to provide a link to the church property. The size of lots and setbacks of the proposed development must match, approximately, the development standards in the R-200 zone for building setbacks and width of lots along the southeastern boundary of the site within the Historic District.

The Site Plan for the Clarksburg Town Center project addresses a number of the historic preservation issues and concerns that were raised during the Project Plan, but a few still remain unresolved. These are as follows:

- the exact right-of-way design for Stringtown Road at Route 355,
- the lighting of this intersection,
- the timing and implementation of the extension of Redgrave Place to the east of Route 355,
- the details of the design for the area commemorating the Clark Family Cemetery,
- the number of lots adjacent to the historic district,
- buffering of these adjacent lots.


These issues are still of major concern to the HPC and were discussed in detail during their December 17th meeting. However, the Commission is hopeful that many of these concerns can be resolved. Our advisory recommendation to the Planning Board is that certain conditions be included in the Site Plan approval that will address the concerns noted above. These conditions are as follows:

1. The right-of-way for Stringtown Road at Route 355, including any public utility easement adjacent to the right-of-way, should be no closer to the historic Day House than 20 feet from the side wall of the building (excluding the porch.)

2. Lighting at all road intersections, and especially at Stringtown Road and Route 355, should be designed to have a minimal impact on the Clarksburg Historic District. The lighting - both fixtures and intensity - should be compatible with the historic and residential character of the area.
3. Carry forward the Project Plan condition regarding the extension of Redgrave Place to the east of Route 355 in the Historic District. The HPC hopes that negotiations will continue between the developer of Clarksburg Town Center and Aric Rudden to resolve dedication of the right-of-way for Redgrave Place extended. Any relocation of the historic house in the right-of-way would need to come back to the HPC as a Historic Area Work Permit. As stated in the Clarksburg Master Plan, the relocated historic house must stay in the Clarksburg Historic District and must be oriented to Frederick Road as it is at present.
4. A design for an interpretative marker which includes two stones from the Clark Family Cemetery headstones has been submitted. This design is acceptable as long as it offers adequate protection of the headstones from weather deterioration and as long as the text of the interpretative marker is reviewed and approved by the HPC prior to fabrication. It would also be desirable for the marker to be located in a more central area and better integrated into the public open space that is being provided.
5. The Project Plan condition regarding the lots adjacent to the Clarksburg Historic District should be upheld. The means that one lot should be deleted from the single family home area directly adjacent to the Clarksburg Historic District, so as to fulfill the Project Plan condition of approximating R-200 zone lot width standards (100' wide at the building facade line). The current proposal shows six lots that are contiguous with the Historic District and they range in width from 65' to 120', with an average width of 83'. If this was dropped to five lots contiguous with the Historic District, the lots would range in width from 80' to 120' and have an average of width of 100'.
6. The current Site Plan shows a 50' foot building restriction line along the rear yards of the new single family lots adjacent to the Historic District. In addition, to this building restriction line, adequate landscape buffering should be designed between the structures in the Historic District and the new houses. The buffering should include preservation of existing trees, as well as planting of additional mixed evergreen and deciduous new trees along the rear of the new lots.

Thank you for the opportunity to offer these advisory recommendations. We look forward to working with the Planning Board on the implementation of the Clarksburg Town Center project, and on the preservation of the Clarksburg Historic District.

Sincerely,


George Kousonias
Chair, HPC

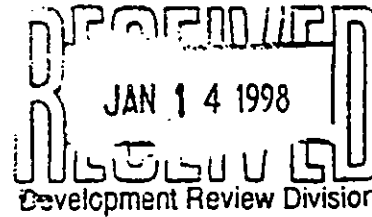
M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

9500 Brunett Avenue
Silver Spring, Maryland 20901



January 13, 1998

MEMORANDUM

TO: Wynn Withans, Development Review Division

VIA: Terry H. Brooks, Chief, Park Planning and Development Division *THB*

FROM: Tanya Schmieler, Countywide Planning Division *TKS*
William E. Gries, Land Acquisition Officer *weg*

SUBJECT: Clarksburg Town Center: Site Plan # 8-98011

The Clarksburg Town Center Site is located adjacent to the developed 13.7 acre Kings Local Park Site and includes dedication of a greenway and a park/school site. Kings Park currently includes two athletic fields, a pond, a small playground and two parking areas. Site Plan # 8-98011 proposes path connections to Kings Park and a natural surface path through the greenway, as well as a proposal to add play equipment to the Park. These improvements as well as the greenway plan, are agreeable to park staff with the recommendations included below.

Recommendations:

1. That all conditions approved by the Planning Board on September 28, 1995 pertaining to the parkland in the Clarksburg Town Center Preliminary Plan be adhered to, including the following:
 - a. That requirements pertaining to all parkland dedication be adhered to, including the dedication of the future school site to M-NCPPC which is to be held until such time as funds are added to the County Capital Improvements Program for school construction.
 - b. That the applicant will provide site grading, infield preparation and seeding of replacement athletic fields on the approximately 8 acres of dedicated park/school land at a time which insures that there will be no disruption in the continued use of the existing athletic fields prior to completion of the replacement athletic fields.

2. That the specific future location of all proposed facilities on parkland (playground and pathways) be staked in the field and subject to the concurrence of park staff.
3. That the construction of the playground and pathways on parkland adhere to park specifications and that engineering plans be submitted and approved by the Park Planning and Development Division and a park construction permit be obtained prior to starting any work.
4. That King' s Pond not be utilized for stormwater *management* facilities, and that plans for the sand filter adjacent to the greenway be submitted to PP&D engineering staff for approval.

MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
FOREST CONSERVATION PLAN RECOMMENDATIONS

TO: Wynn Witthans
Development Review Division

SUBJECT: Final Forest Conservation Plan # 8-98001
Site Plan Clarksburg Town Center, Phase 1a and 1b
NRI/FSD # 4-94162

The subject Forest Conservation Plan has been reviewed by the Environmental Planning Division to determine if it meets the requirements of Chapter 22A of the Montgomery County Code (Forest Conservation Law). The following determination has been made:

SUBMISSION ADEQUACY

- ☒ Adequate as submitted
☐ Inadequate for evaluation. The following items must be submitted:
☐ Forest Conservation Plan Drawing ☐ Forest Conservation worksheet
☐ Approved NRI/FSD Map ☐ Development Program
☐ Justification for afforestation/reforestation method
☐ Qualifications of Preparer(s) ☐ Long term protection methods
☐ Other _____

RECOMMENDATIONS

- ☐ Disapprove for reasons cited in comments below.
☐ Revise according to the comments specified below.
☒ Approve subject to the following conditions:
☒ Required site inspections by M-NCPPC monitoring staff (as specified in "Trees Technical Manual")
☒ Approval of the following items by M-NCPPC staff prior to DEP issuance of the sediment and erosion control permit:
☐ Tree Protection Plan
☒ Afforestation/Reforestation Planting Plan (see Comments)
☒ Submittal of financial security to M-NCPPC prior to clearing or grading.
☒ Record plat to show appropriate notes and/or easements. Agreements must be approved by M-NCPPC staff prior to recording plats.
☒ Maintenance agreement to be reviewed and approved by M-NCPPC staff prior to first inspection of planted areas.
☐ Other _____
☒ Comments: 1) Planting adjacent to the Greenway must meet forest conservation as well as Development Review Division landscape criteria. Must add either 32 additional 2-3" native shade trees, or 64 additional 1" native shade trees or an acceptable combination. 2) Shrubs are required in addition to the trees, not as part of the tree planting (see Section 3.B.5. in the Trees Technical Manual). 3) Where is afforestation area B-2? 4) Which roads are you deducting from the net tract area for the residential and RDT areas? If you are doing improvements on the road it must be included in the net tract. This applies to the arterial roads around the perimeter of the site. Show detail of where the deductions were made to illustrate that the appropriate rights of way were included. 5) Since this is an SPA, we are looking for accelerated reforestation. As per the SPA guidelines, we do not want to include seedling planting. Trees in the afforestation areas should be whip stock.

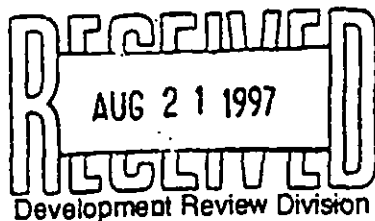
SIGNATURE: _____

Environmental Planning Division

DATE: 1/15/98

cc: Rob Cohen, MK Enterprises for the applicant

FCPR r 1/16/97



Peter L.M. Heydemann
9435, Gentle Circle
Gaithersburg MD 20879

Phone (r) 301 963 2609
(o) 301 975 4500
E-mail Peterhey@bellatlantic.net

August 19, 1997

Maryland National Capital Park and Planning Commission
Department of Planning - Development Review Division
8787 Georgia Avenue
Silver Spring Md 20907

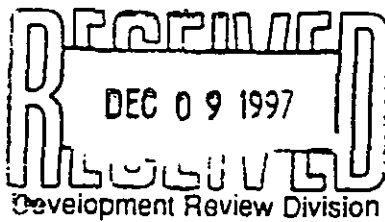
Subject: Project: Clarksburg Town Center - Phase 1
MNCPPC #8-98001

I am the owner of Lot 16 of Brinkley's Subdivision on Stringtown Road in Clarksburg. The Composite Site Plan provided by Montgomery/Kontgias Enterprises, Inc. shows a realignment and widening of Stringtown Road. At the northern end of my lot most of the required land is taken from my land. I certainly object to the use of my land for a road that is being widened and realigned for the benefit of the developers of the Clarksburg Town Center. The widened and realigned road can easily be accommodated on the developers property, if the developer would move his development some 250 feet to the northwest and would dedicate a wider strip of land for the road. There is nothing in the lay of the land that would preclude this. Planning to use my property is just a way to get additional land cheaply and I strongly object to that.

Please, inform me of the Planning Board hearing date and time. I wish to protest this plan in person.

Thank you very much for keeping me informed.


Peter Heydemann



Clarksburg Civic Association
P.O. Box 325
Clarksburg, Maryland 20871-0325

December 6, 1997

William H. Hussmann, Chairman
The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Chairman Hussmann:

The following comments have been reviewed and endorsed by the Clarksburg Civic Association's (CCA) Executive Committee. Three members of the Clarksburg Civic Association held a meeting with Wynn Witthans to discuss these comments. The members are David Post, Richard Strombotne, and Lynne Rosenbusch. The comments are for the Clarksburg Town Center Site Plan Review and include statements of understanding, questions, and recommendations.

General Comments

1. The CCA understands that this phase of development represents 775 (60%) of the houses planned for the Town Center with a density of approximately 6.5 dwelling units per acre.
2. It is the CCA's understanding that the minimum building setbacks have been reduced by more than 50% from the Preliminary Plan as follows:

	Preliminary Plan	Site Plan
• From one family detached zoning	100'	50'
• From other residential zoning	30'	15'
• From any street	30'	10'
3. The CCA understands that the number of private roads have been reduced to two. The frontage roads are private roads to allow for assigned parking.
4. Please ensure that the playgrounds and tot lots be handicap accessible.

Clarksburg Civic Association
P.O. Box 325
Clarksburg, Maryland 20871-0325

5. The CCA understands that the existing house at the intersection of MD 355 and Main Street is to be relocated into the Historic District.
6. The proposed alignment of Stringtown Road at MD 355 goes through an historic house. How will this alignment be changed?
7. A future right-of-way (ROW) is proposed for access to the Rudden Property southwest of the site. What is the intention of this?
8. Parking for some of the townhouses (i.e., lots 19-25, Block G and 14-18, 43-48, Block F) appears inadequate or too far away.
9. What is planned for "CW = 1" (Parcel "D") in the parking island?
10. The trash cart enclosures are a wooden fence, which will fall into disrepair over time. A masonry fence would hold up much longer.
11. The CCA recommends handicap curb cuts at each intersection. Only some are shown.
12. Will there be covenants regulating the type and heights of fences allowed? A uniform fence type is more attractive than a hodge podge.
13. A large portion of the parking is located along the greenway road. That is a long walk to homes for some residents and guests.

Landscape and Environmental Concerns

1. The CCA applauds the amount and large sizes of landscaping indicated and the developer's willingness to invest so much in landscaping. The Townhouse Mews Garden is especially attractive, however it does not provide barrier free access for the handicapped.
2. Are there details for the bioretention ponds, tree protection, and reforestation?
3. The existing tree on MD 355 at the intersection with Main Street needs to be saved and should be protected from construction. No protection is indicated. It appears that a retaining wall will be required to protect the critical root zone.

Clarksburg Civic Association
P.O. Box 325
Clarksburg, Maryland 20871-0325

4. The culvert design for the Little Seneca Creek tributary crossing is insensitive to the stream valley buffer. A bridge would have less impact on the stream and allow wildlife and people to pass under it.
5. There are a lot of 2:1 slopes at the stream crossing which again are difficult to maintain.
6. 2:1 slopes at the sand filter (Block G) are difficult to maintain with mowers. The CCA suggests that the 2:1 slopes be planted with a low maintenance groundcover.
7. What kind of long-term maintenance is proposed for the sand filters? Who will be responsible for this maintenance?
8. Some driveway slopes are very steep (up to 11%). A gentle (5% maximum) slope allows people to open their car doors without it swinging back on their legs.
9. Some parking lot slopes are too steep for the same reason (Parcel "B", Block A and Parcel "A", Block D).
10. The quantity of screening that is proposed for the pump station is adequate. The CCA suggests changing the type of trees from so many deciduous to more evergreen trees and shrubs.
11. Many of the plants specified are not recommended for Northern Montgomery County for various reasons:
 - Deodar Cedar - not hardy to zone 6.
 - Winterking Hawthorn - has very sharp thorns. One is located dangerously close to the hiker/biker trail near the pump station.
 - Schwedleri Maple - leaf scorch due to high temperatures (not serious).
 - Milkyway Kousa Dogwood - Discula Anthracnose has appeared on the Chinensis varieties. Suggest using another Kousa Dogwood.
 - Gingko - Females have very messy and malodorous fruit. Specify a male clone.
 - Scarlet Oak - not as tolerant of adverse conditions as Northern Red Oak.
 - Canadian Hemlock - Woolly Adelgid is a serious insect problem, which will kill the tree.
 - Austrian Pine - severe dieback due to Diplodia tip Blight, a disease.
 - Azaleas are located in full sun. They prefer shade.
 - Plant "PLO" is not in the plant list.

Clarksburg Civic Association
P.O. Box 325
Clarksburg, Maryland 20871-0325

12. Several of the plants specified are a preferred source of food by our local deer population and will be eaten:
 - Azaleas
 - Yews
 - Daylilies
13. The guying detail shows three guy wires that look like a potential hazard to unwary pedestrians. These should be flagged with 1" diameter PVC pipe or other highly visible material.
14. Tree wrap is no longer recommended for tree planting. Damaged bark can be hidden under tree wrap.
15. There is an excessive amount of mulch shown around shrub and perennial beds. This makes for unnecessary weeding.

Outdoor Lighting Review

1. Currently, in Clarksburg the Milky Way is still visible in our night sky. The CCA would like to preserve this night sky for all the citizens to enjoy. This can be accomplished and still allow the Town Center to be adequately lit by lights pointing down rather than up. In addition, the cost associated with lighting is primarily the labor cost to install and the cost of the electricity to run the lights. The electrical costs are minimized by using a highly efficient luminaire and glare is reduced by proper shielding.
2. The site plan shows an acorn light fixture. The type of lamp is not specified. Due to inadequate shielding this fixture produces much glare and can be a safety issue, especially to our older citizens who are more sensitive to glare. This is not acceptable. The CCA strongly recommends that a full cutoff light needs to be specified.
3. The CCA strongly recommends lighting from luminaires that light only the ground uniformly, not the sky (full cutoff luminaire). The luminaire needs to be efficient to operate (measured by lumens/watt). Low pressure sodium is the most efficient commonly available luminaire that has the added feature of not losing efficiency over its lifetime. We realize that color rendition is lost, but that is not critical for the Town Center. (High pressure sodium is also acceptable.) The lighting needs to be of uniform density at the level of 1 footcandle or less.

Clarksburg Civic Association
P.O. Box 325
Clarksburg, Maryland 20871-0325

This type of lighting, if properly installed, provides little glare and would be adequate for purposes of the Town Center.

Multi-use Trail, Pedestrian, and Bicycle Issues

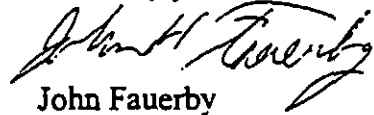
1. The CCA appreciates the Clarksburg Greenway Trail which will connect Little Bennett Park with the extended Magruder Trail. The Clarksburg Greenway Trail should be a popular trail with a variety of users. Please consider increasing the width of this trail from 8 feet to 10 feet to accommodate the users.
2. The Master Plan calls for a bikeway on Stringtown Road. None is indicated. The CCA recommends paved shoulders as an alternative.
3. The Master Plan designates Main Street as a Class 3 bicycle facility. The design of Main Street does not appear to accommodate this use in a safe manner. We understand that the 10 foot per lane width and parallel parking on Main Street are for traffic calming. People will ride bicycles a safe distance to the left of any parked cars which will probably be up the middle of the lane. This will surely calm traffic also! Please consider other alternatives.
4. There needs to be bicycle/pedestrian access to the new elementary school from all parts of the Town Center. In addition, crosswalks and pedestrian signals need to be installed at intersections with the roads surrounding the Town Center and at major intersections within the Town Center.
5. There needs to be pedestrian/bicycle access to the future transit station.
6. The "Inverted U" bicycle racks which are specified are acceptable.
7. Between MD 355 and Burnt Hill Road, Clarksburg Road is designated as a Class I Bikeway. However, due to the number of planned intersections, this is not safe. Please consider changing the designation to a Class II Bikeway. The current berm and trees need to be kept.
8. Sidewalks with right angle turns will cause grass wear. The CCA suggests providing radii or angled intersections.
9. The path system around the Ponds in Parcel "B" looks good.

cCa

Clarksburg Civic Association
P.O. Box 325
Clarksburg, Maryland 20871-0325

10. The natural trail in the greenway crosses some low areas where footbridges may be necessary.

Sincerely yours,



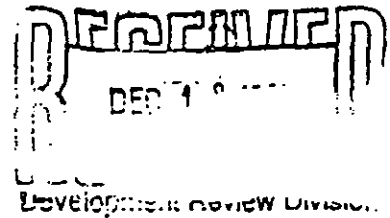
John Fauerby
Vice President
Clarksburg Civic Association

cc:

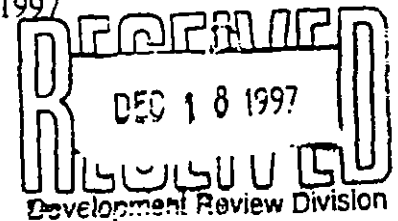
Nancy Dacek, County Council
Steven Klebanoff, Managing General Partner
Lyn Coleman, Community Planning
Wynn Witthans, Development Review
Sarah Navid, Traffic Review and Planning
Jim Sebastian, Planning Board
Gail Tait-Nouri, Senior Planning Specialist
Steve Howie, President, Clarksburg Civic Association

cCa

Clarksburg Civic Association
P.O. Box 325
Clarksburg, Maryland 20871-0325



December 13, 1997



William H. Hussmann, Chairman
The Maryland-National Capital Park and Planning Commission
The Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Chairman Hussmann:

The Clarksburg Civic Association (CCA) commends the effort of the Montgomery County Planning Department in preparing the staff draft of the Master Plan of Countywide Trails and Bikeways, August 1997. We recognize this as a comprehensive county wide plan of trails and bikeways for Montgomery County.

The CCA is especially pleased with the planning of the hard surfaced extension of the Magruder Trail from Damascus through Clarksburg's Ovid Hazen Wells Park and on to Black Hill Regional Park. We are pleased with the planning of the hard surface Clarksburg Greenway recreational trail from the extended Magruder Trail through Clarksburg's Town Center to Little Bennett Regional Park. We are happy to see the planning of the Ridge Road trail connecting the Clarksburg area with Germantown. The CCA would like to see these trails implemented since they will help satisfy the recreational needs of northern Montgomery County by linking the growing communities with the regional parks of the area. The trails will provide a safe corridor for children and adults to bicycle or hike from their homes to their parks. We believe the entire county will benefit by these trails and will enjoy using them.

The CCA also hopes that I-270/MD 355 Bikeway Corridor will be refined, designed, and implemented. This will greatly improve the safety of bicycle commuters from Clarksburg reaching their work in Germantown, Gaithersburg, and Rockville. It will also enhance future opportunities of bicycle commuters who live to the south and will someday work in Clarksburg. We believe the I-270/MD 355 Bikeway Corridor will also be used by the recreational bicyclist to reach the recreational trails that will someday exist in the northern part of Montgomery County. Lastly, this corridor is important in providing multimodal transportation in the regional context between Montgomery and Frederick counties. As you know, bicycles can play an important role in helping to reduce traffic congestion if safe and well designed bicycle facilities are in place.

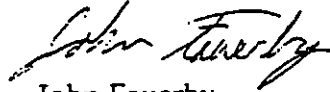
cCa

Clarksburg Civic Association
P.O. Box 325
Clarksburg, Maryland 20871-0325

The CCA also encourages the addition of a Bikeway Corridor from Laytonsville, through Damascus, and on to Clarksburg. The northeastern area of the county is growing and the current and future citizens of this area should have similar access by bicycle from their homes to their employment locations as do other areas of the county.

The CCA encourages both the recreational trails and the bikeway corridors be designed and implemented as soon as possible (in the next few years). They will be easier to put in place prior to the build out of Clarksburg. They will attract both businesses and home owners to this area. They will also showcase Montgomery County's commitment to the recreational and transportation needs of its citizens. The trail system will also attract tourists from throughout the region, including Northern Virginia, and bring their dollars to the local businesses of Montgomery County. The CCA encourages the development of the trails and bikeways throughout Montgomery County as shown in the Master Plan.

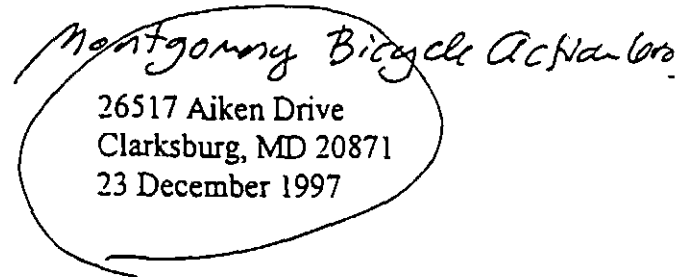
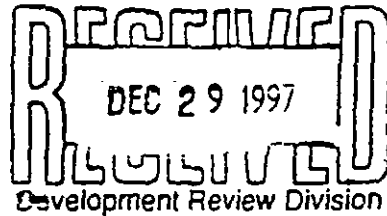
Sincerely yours,



John Fauerby
Vice President
Clarksburg Civic Association

cc:

Douglas Duncan, Montgomery County Executive
Isiah Leggett, President, Montgomery County Council
Graham Norton, Head of Department of Public Works and Transportation
Lyn Coleman, Community Planner
Jim Sebastian, Planning Board
Wynn Witthans, Development Review
Gail Tait-Nouri, Senior Planning Specialist
Sarah Navid, Traffic Review and Planning
Steve Howie, President, Clarksburg Civic Association



William H. Hussmann, Chairman
The Maryland-National Capital Park and Planning Commission
The Montgomery County Planning Department
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Chairman Hussmann:

This letter addresses the safety of the three classes of bicycle facilities and addresses these safety issues in terms of the Clarksburg, Maryland, Master Plan. This letter does not propose discarding master planned bicycle facilities, but proposes changing the classification of master planned bicycle facilities prior to construction if there is a safety hazard.

The following are the three generally accepted classifications of bicycle facilities:

1. The Class I Bike Path or Bike Trail is a hard surfaced path physically separate from any road.
2. The Class II Bike Lane is a portion of the roadway which has been striped separate from the travel lane. The Bike Lane is usually a paved shoulder.
3. The Class III Bike Route is a roadway lane designed for shared use by motorized vehicles and bicycles.

When planning for Class I, Class II, or Class III bicycle facilities, there are several criteria which should be weighed. Some of the criteria are safety, type of use, vehicle density (vehicles per day), road width, and speed limits. An emphasis should be given to safety. This letter only addresses the safety issue.

The Class I Bike Path is used for recreational and transportation uses by all groups of people including children and adults from novice riders through experienced riders. This facility is generally a hard surfaced path separate from any road. Bike Paths are typically designated as multi-use trail which means that it should accommodate hikers and runners, skaters and bladers, as well as, bicyclists. The minimum width is 10 feet (AASHTO standards - Guide for the Development of Bicycle Facilities), but 14 feet is better in order to accommodate all the user types. The Maryland DOT SHA Bicycle and Pedestrian Planning/Design Guidelines specifies that there should be a smooth and clear two foot zone on each side of the Bike Path. This can be used as a recovery zone or a place to rest or make repairs so as not to hinder traffic on the path. The Bike Path is bidirectional.

The Class I Bike Path is a safe facility provided there are minimal intersections with roads and driveways. The problem with Bike Paths crossing roadways is that these crossings are not at the usual intersection sites. When a Bike Path is parallel with a road when both cross another road, the Bike Path is offset from the adjacent road typically by 6 to 10 feet. When a car is making a turn, the driver is looking in the roadway for other vehicles, not at the Bike Path crossing. The bicyclist must look at every intersection not only for vehicles to the right and left, but for possible turning vehicles from the adjacent roadway which is a considerable distance away. In addition, many existing Bike Paths do not have a smooth transition to the intersecting roadway surface. Where this is the case, the bicyclist must also give attention to the bump which takes attention away from looking for other vehicles. (Note that along the Bike Path parallel with MD 108 in Olney, this bump is not at right angles with the direction of travel.) The result of all this is a higher chance of motorized vehicle/bicycle crashes at intersections and driveways. Two intersections per mile or less is tolerable, while more than two becomes intolerable.

A secondary problem with those Bike Paths that are separated from a parallel roadway by a few feet is glass debris. Bike Paths become targets for the breaking of glass bottles. The bicyclist has few options for avoiding the broken glass and may decline to use the Bike Path if this is a frequent problem.

Good uses for a Class I Bike Path are for Rail-to-Trail conversions, trails in park or rural settings, and trails along major highways and transit ways where there are few at grade intersections.

A Class II Bike Lane is a smooth surface attached to a roadway, but separated with a painted stripe. Typically, this is a paved shoulder or a recovery zone. The minimum width of a Bike Lane is 4 feet, but wider is better. This width should not include the gutter pan. The width should depend on traffic density and the speed limit. The Federal Highway Administration gives charts specifying the minimum lane widths given this criteria. The Bike Lane is unidirectional. Since the Bike Lanes are unidirectional, bicyclists can generally travel faster than on Bike Paths. Bike lanes are typically used for transportation uses, but can accommodate recreational users. The wider bike lanes may safely accommodate all types of bicycle users, while the narrower lanes may only accommodate the more experienced bicyclists.

Bike Lanes are a safe bicycle facility. The stripe serves as a separation guide between the motorized traffic and the bicycle traffic. The drivers of the motorized vehicles have good visibility of the bicycles and the cyclists can easily see the motorized traffic. Where a bicycle facility has a higher frequency of intersections with other roadways or driveways, the Bike Lane is safer than Bike Paths since they cross at the normal intersection site and there is no transition from the Bike Lane surface to the intersecting roadway surface as is found with some Bike Path facilities. A right-turn lane should transition across the Bike Lane and travel right of the Bike Lane. Appropriate striping and signage is needed to direct vehicles before the intersection. Reference the AASHTO Guide for the Development of Bike Facilities. Right-turn lanes should be shared by all right turning vehicles. Bike Lanes do have a problem where on-road parking is permitted.

Bike Lanes have the additional advantage that if there is debris on the lane, such as broken glass, the bicyclist may avoid the glass by carefully maneuvering into the adjacent travel lane. Bike Lanes are also more likely to have snow removal during the winter than are Bike Paths.

The Class III Bike Route is generally a designation of a safe and desirable bike route to a specific destination or through a specific area. A Bike Route on a lightly traveled roadway is safe for all users, while a Bike Route on a heavily traveled roadway, a narrow roadway lane, or a roadway with a higher speed limit is usable by only the more experienced bicyclists.

A bicycle facility may consist of different classes. For instance, a rail-to-trails alignment may be interrupted by a residential area or a town center. A Bike Path would be desirable along the rail-to-trail alignment, then become a Bike Route on the lightly travelled street through the residential neighborhood or as a Bike Lane through a town center.

A master plan may specify a Bike Path along an existing roadway. This may be inappropriate due to frequent intersections, environmental concerns, or the phasing of development. In these cases, there should be enough flexibility to replace the master planned Bike Path with a Bike Lane. Existing master plans did not have available criteria for properly choosing the appropriate type of bicycle facility. Errors of judgement in the master plan should be remedied prior to construction. An inappropriate Bike Path will not be used and would be a waste of money.

Taking a look at the Clarksburg Master Plan, the Master Plan specifies a Class I Bike Path along Clarksburg Road, Piedmont Road, and Stringtown Road, and the Clarksburg Greenway, and specifies a Class III Bike Route along Main Street. This Master Plan was developed prior to bicycle facility safety guidelines existing and does not provide the reason why one class of bicycle facility was chosen over another.

The Class I Bike Paths along Clarksburg Road, Piedmont Road, and Stringtown Road do not meet the safety test. Each of these roads will have numerous intersections into and out of the Clarksburg Town Center. These intersections pose a safety hazard as noted above. Instead, the community will be better served with Class II Bike Lanes along each of these roads. Note that today, prior to the build out of Clarksburg, bicyclists frequently travel along each of these roads.

The Clarksburg Greenway is designed to be a hard surfaced Class I Bike Path. It will start at the extension of the Magruder Trail and go north through the Clarksburg Town Center into Little Bennett Regional Park. This is an appropriately planned Bike Path and will receive lots of use, when built (provided the Magruder Trail is fully built). There will be few intersections, even through the Clarksburg Town Center. Where there are intersections, they will need to be carefully designed and implemented.

The Class III Bike Route on Main Street will provide a route for bicyclists into the Town Center from both the east and the west. Main Street will connect MD 355 with Piedmont Road through the Town Center. Main Street is being designed as a paved 36 foot wide street (except the relatively short one way portion and the culvert crossing of Little Seneca stream). The current thought is to have 10 foot travel lanes and 8 foot parking lanes. Since inadequate off street parking is being designed in the Clarksburg Town Center, the on street parking will be used. It is questionable if this Bike Route is a safe design. Since the parallel on street parking will be used for the parking of cars, it cannot be used as a bicycle lane. The Montgomery Bicycle Action Group (MBAG) has proposed striping a 6 foot parking lane, a 3 foot bicycle lane, leaving a 9 foot travel